

The Hongkong Telegraph.

Nº. 2685.

THURSDAY, NOVEMBER 6, 1890.

SIX DOLLARS
PER QUARTER

Banks.

RULES OF THE HONGKONG SAVINGS BANK.

- 1.—THE BUSINESS of the above BANK will be conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION, on their premises in Hongkong, Business Hours on WEEK-DAYS, 10 to 3, SATURDAYS, 10 to 1.
- 2.—SUMS LESS THAN \$1, or MORE THAN \$250 at one time will not be received. No Depositor may deposit more than \$2,500 in any one year.
- 3.—DEPOSITORS in the SAVINGS BANK, having \$100, or more, at their credit may at their option transfer the same to the HONGKONG AND SHANGHAI BANKING CORPORATION on fixed deposit for 12 months at 5 per cent. per annum interest.
- 4.—INTEREST at the rate of 3 1/2 per cent. will be allowed to Depositors on their daily balances.
- 5.—EACH DEPOSITOR will be supplied gratis with a PASS-BOOK, which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their PASS-BOOKS, but should send them to be written up at least twice a year, about the beginning of January and beginning of July.
- 6.—CORRESPONDENCE as to the Business of the Bank, if marked "ON HONGKONG SAVINGS BANK BUSINESS," will be forwarded free by the various British Post Offices in Hongkong and China.
- 7.—WITHDRAWALS may be made on demand, but the personal attendance of the Depositor or his duly appointed Agent, and the production of his PASS-BOOK, are necessary.

FOR THE HONGKONG AND SHANGHAI BANKING CORPORATION,

T. JACKSON,
Chief Manager.

Hongkong, 13th May, 1890. [19]

THE NEW ORIENTAL BANK CORPORATION, LIMITED.

AUTHORISED CAPITAL £2,000,000.
PAID-UP CAPITAL £500,000.

LONDON:
Head Office.....40, Threadneedle Street.
West End Office.....25, Cockspur Street.

BRANCHES IN INDIA, CHINA, JAPAN
AND THE COLONIES.

THE BANK receives MONEY ON DEPOSIT, Buys and Sells Bills of EXCHANGE, ISSUES LETTERS OF CREDIT, forwards Bills for Collection, and Transacts Banking and Agency Business generally, on terms to be had on application.

INTEREST ALLOWED ON DEPOSITS:
Fixed for 12 months, 5 per Cent. per Annum.
" 6 " 4 " "
" 3 " 3 " "
ON CURRENT DEPOSIT ACCOUNTS
3 per Cent. per Annum on the Daily Balance.

E. W. RUTTER,
Manager. [10]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL £8,168,062.50
RESERVE FUND £482,127.00
RESERVE LIABILITY OF PROPRIETORS £8,168,062.50

COURT OF DIRECTORS:—
CHAIRMAN—H. L. DALRYMPLE, Esq.
DEPUTY CHAIRMAN—J. S. MOSES, Esq.

T. E. DAVIES, Esq. A. MC DONAGH, Esq.
W. H. FORBES, Esq. S. C. MICHAELSEN, Esq.
H. HOPKIN, Esq. L. POESCHKE, Esq.
Hon. J. J. KESWICK. D. R. SASSOON, Esq.

CHIEF MANAGER,
HONGKONG—T. JACKSON, Esq.

MANAGER,
SHANGHAI—JOHN WALTER, Esq.

LONDON BANKERS—LONDON AND
COUNTY BANK.

HONGKONG—INTEREST ALLOWED.
ON CURRENT DEPOSIT ACCOUNT at
the rate of 2 per cent. per Annum on the
daily balance.

ON FIXED DEPOSITS:—
For 3 months, 3 per Cent. per Annum.
For 6 months, 4 per Cent. per Annum.
For 12 months, 5 per Cent. per Annum.

LOCAL BILLS DISCOUNTED.
CREDITS granted on approved Securities,
and every description of BANKING and
EXCHANGE business transacted.

DRAFTS granted on London, and the chief
commercial places in Europe, India, Australia,
America, China and Japan.

T. JACKSON,
Chief Manager. [8]

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

SUBSCRIBED CAPITAL £5,000,000.
PAID-UP CAPITAL £2,500,000.
RESERVE FUND £2,500,000.

BOARD OF DIRECTORS.
Hon. J. J. KESWICK, Chairman.
Hon. C. P. CHATER, Vice Chairman.

LEE SING, Esq.
S. C. MICHAELSEN, Esq.
J. S. MOSES, Esq.
G. E. NOBLE, Esq.
POON PONG, Esq.
D. R. SASSOON, Esq.

BANKERS,
THE HONGKONG & SHANGHAI
BANKING CORPORATION.

MONEY advanced on Mortgage, on Land,
Properties purchased and sold.
Estates Managed and all kinds of Agency and
Commission business relating to land, etc.,
conducted.

Full particulars can be obtained at the Com-
pany's Offices, No. 5, Queen's Road Central.
A. SHELTON HOOPER,
Secretary.

Victoria Buildings,
Hongkong, 3rd May, 1890. [179]

Notices of Firms.

NOTICE

BROWN JONES & Co.,
UNDERTAKERS.

NOTICE is hereby given that Mr. HARRY LAMB STRINGER has this day retired from the Partnership which has for some time past been carried on by the said HARRY LAMB STRINGER, GEORGE ORLEY, & WILLIAM EDGAR VAN EPS as Trustees, under the Firm name of BROWN JONES & Co., Undertakers. Dated November 4th, 1890, at Hongkong. HARRY LAMB STRINGER, GEORGE ORLEY, By Power of Attorney WILLIAM GOULBOURN, WILLIAM EDGAR VAN EPS, As Trustees, &c.

REFERRING to the above the Undersigned will continue the business of Undertakers under the firm name of BROWN JONES & Co. at No. 51, Queen's Road East, where orders for funerals will be received and every effort made to give satisfaction. All outstanding claims by or against the late firm of BROWN JONES & Co. will be received or paid by WILLIAM E. VAN EPS as trustee at his Office, No. 55, Queen's Road Central, whose receipt alone will be sufficient.

GEORGE ORLEY,
By Power of Attorney
WILLIAM GOULBOURN.
WILLIAM E. VAN EPS,
As Trustee.

Hongkong, 5th November, 1890. [1530]

NOTICE

MR. MAHOMEDBOHY FUCKEERANY being about to proceed to Bombay, Mr. SOOMARBOHY MOWJEE assumes Charge of my Business from this date, and is authorized to sign the Firm in Hongkong and China.

EBRAHIMBOHY PADANEY.
Hongkong, 1st November, 1890. [1512]

NOTICE

DURING my absence from Hongkong Mr. J. R. MICHAEL will attend to my business.

E. H. GORE-BOOTH.
Hongkong, 28th October, 1890. [1494]

NOTICE

MR. JOHN HUGHES LEWIS is hereby authorised to sign our Firm per procurator from this date.

DOUGLAS LAPRAIK & Co.
Hongkong, 9th October, 1890. [1412]

To be Let.

TO LET.

NOS. 25 & 27, ELGIN STREET, behind the Old Union Church.

Apply to
ACHEE & Co.
Hongkong, 6th November, 1890. [1514]

TO LET.

TWO Comfortable and well furnished Bed-Rooms, with or without board.

Apply to
Nos. 23 & 25, QUEEN'S ROAD EAST.
Hongkong, 27th September, 1890. [1359]

TO LET.

Immediate Possession.

OFFICES at No. 17, Praya Central (above Messrs. Douglas, Lapraik & Co.'s Premises).

Apply to
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 23rd October, 1890. [1346]

TO LET.

FIRST FLOOR of HOUSE, 15, Praya Central.

2nd FLOOR of HOUSE, No. 64, Queen's Road Central.

Apply to
LAI HING & Co.,
No. 153, Queen's Road Central.
Hongkong, 22nd March, 1890. [1469]

TO LET.

NOS. 7 & 11, SEYMOUR TERRACE.

No. 4, OLD BAILEY STREET.
OFFICES and CHAMBERS in Connaught House, Queen's Road Central.

OFFICES in Victoria Buildings.
TUSCULUM, MAGAZINE GAP.
No. 3, GOUGH HILL, The Peak, Furnished.

Apply to
DAVID SASSOON, SONS & Co.
Hongkong, 10th October, 1890. [113]

TO LET.

With Immediate Possession.

BLUE BUILDINGS,
FIRST FLOOR of No. 1.
GROUND FLOOR of No. 2.

FIRST FLOOR of No. 3.
Apply to
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 20th October, 1890. [1503]

TO BE LET.

THREE HOUSES at Wild Dell Buildings, Wanchoi Road.

A BUNGALOW and HOUSE on the Upper Richmond Road.

No. 1 RICHMOND TERRACE, Six Dwelling Rooms, English Kitchen, Fowl House, Conservatory, and well shaded Tennis Lawn.

Apply to
HENRY HUMPHREYS.

TO BE LET OR SOLD.

On favourable terms, with Immediate Possession.

EIGHT HOUSES at "Mountain View," Peak District, near Plunkett's Gap. If sold part of the Purchase money can remain on Mortgage.

Apply to
JOHN A. JUPP.
36, Queen's Road Central,
Hongkong, 4th October, 1890. [1146]

TO LET.

FROM the 1st November next, NOS. 6 and 9, UPPER MOSQUE TERRACE.

For particulars, apply to
H. & J. SAMPSON,
No. 7, Connaught House,
Hongkong, 1st October, 1890. [1512]

Intimations.

W. B R E W E R.

IS NOW SHOWING,

NATIVE and JAPANESE CHRISTMAS CARDS. Entirely New and Novel Designs: SILK FIGURES, IVORY FACES, with Pidgin English Song Verses. RICE PAPER CARDS handsomely mounted and hand painted. A choice assortment of JAPANESE PAINTED CARDS, New Designs more beautiful than ever. JAPANESE PHOTOGRAPHIC CARDS, very handsome. New and Delicate designs in American Christmas CARDS, and Birthday tokens in Boxes. A new selection of handsome ALBUMS, for Cabinets only, beautifully illuminated.

W. BREWER,
UNDER HONGKONG HOTEL.

Hongkong, 27th October, 1890

PIANOS ON HIRE.

A. HAHN.

PIANOS FOR SALE.

PIANO-TUNER AND REPAIRER.

MUSICAL INSTRUMENTS, TOYS, FANCY GOODS,

&c., &c., &c.

No. 2, PEDDER'S STREET.

Hongkong, 16th August, 1890.

ROBERT LANG & CO.,

TAILORS, HATTERS, SHIRTMAKERS, AND GENTLEMEN'S OUTFITTERS.

N E W H A T S.

CHRISTY'S & HEATH'S Black, Brown and Grey FELT HATS. DOUBLE and SINGLE TERA and other SOFT FELTS. Best English-made STRAW HATS. LADIES' FELT HELMETS and CALCUTTA PITH HATS. TWEED CAPS.

Hongkong, 28th July, 1890

ROBERT LANG & Co. [139]

KELLY & WALSH, LD.

FIRST LIST OF CHEAP SCIENTIFIC BOOKS, 25 CENTS EACH. The Study of Words, by Archbishop Trench. Hereditary Traits and other essays, by R. A. Proctor.

Forms of Water, by John Tyndall. Physics and Politics, by Walter Bagehot. Education, by Herbert Spencer. Town Geography, by Charles Kingsley. Conservation of Energy, by Balfour Stewart. The Study of Languages, by C. Marcel. The Data of Ethics, by Herbert Spencer. The Theory of Sound in its relation to Music. Mind and Body, by Alex. Bain, LL.D. The Wonders of the Heaven, by Flammarion. Longevity, by John Gardner, M.D. Origin of Species, by H. Huxley. Progress of Law and Cause, by H. Spencer. Lessons in Electricity, by John Tyndall. Familiar Essays on scientific subjects, by R. A. Proctor. The Romance of Astronomy, by R. K. Miller. The Physical Basis of Life, by T. H. Huxley. Seeing and Thinking, by W. K. Clifford. Scientific Sophisms, by S. Wainwright. Popular Scientific Lectures, by Prof. H. Helmholtz. The Origin of Nations, by Prof. G. Rawlinson. The Evolutionist at large, by G. Allen. History of Landholding in England, by J. Fisher. Fashion in Deformity, by W. H. Flower. Facts and Fictions of Zoology, by A. Wilson. The Study of Words, by Archbishop Trench. Hereditary Traits and other essays, by R. A. Proctor. Philosophy of Style, by H. Spencer. Oriental Religions, by John Caird. Lectures on Light, by Prof. J. Tyndall. Geological Sketches, by Archibald Geikie. Evidence of Organic Evolution, by G. J. Romanes. Current Discussions in Science, by W. M. Williams. History of the Science of Politics, by Pollock. Darwin and Huxley, by Prof. Huxley. The Days of History, by C. F. Keary. Diseases of Memory, by Th. Ribot. Childhood of Religion, by Edward Clodd. Life in Nature, by James Hinton. The Sun; its Constitution, its Phenomena, its Condition, by Judge Carr. Money and the mechanism of exchange, by Prof. Jevons. Animal Automatism, by Prof. Huxley. The Birth and Growth of Myth, by E. Clodd. The Scientific Basis of Morals, by W. K. Clifford. Illustrations, by James Sully. The Origin of Species, by Charles Darwin, 50c. The Childhood of the World, by E. Clodd. R. A. Proctor's Miscellaneous Essays. Huxley's Technical Education.

W. POWELL & CO.

JUST RECEIVED.

NEW BLANKETS.

NEW BLANKETS.

NEW BLANKETS.

W. POWELL & CO.

Hongkong, 1st November, 1890.

CRUICKSHANK & CO., LD.,

FAMILY AND DISPENSING CHEMISTS,

Commission Agents.

PURE SCOTCH HONEY, in 1lb. Bottles. In 1lb. Tins. "ROBERT'S CANDIES," A PURE and WHOLESOME SWEETMEAT.

For the Christmas Season we have now a large and well selected stock of WINES and SPIRITS, including our Special Liqueur Whisky, and A. V. Co. Brandy specially bottled for us. Guinness's Beer and Stout, Read Bro.'s Dog Head Brand. The A.D.C. Pilsener Beer, Liqueurs, all kinds, &c., &c.

Hongkong, 23rd October, 1890. [892]

LANE, CRAWFORD & CO.

CHRISTMAS, 1890!

CHRISTMAS CARDS for friends at home should be posted by mail leaving here November 12th.

LANE, CRAWFORD & Co.'s selections of CHRISTMAS and NEW YEAR CARDS have now arrived and includes all the most ARTISTIC PRODUCTIONS of the year:— RAPHAEL TUCKS' and PRANG'S Prize designs, painted on Satin, Ivories and Porcelains. A large variety of inexpensive CARDS. Orders are now being taken for L. C. Co.'s CELEBRATED TEA "THE CUMSHAW MIXTURE."

LANE, CRAWFORD & CO.

Hongkong, 4th November, 1890.

BURGUNDIES.—

BEAUJOLAIS.

MACON.

POMMARD.

CLOS DE VOUGEOT.

CHAMBERTIN.

SPARKLING RED BURGUNDY.

CALDBECK, MACGREGOR & Co.,

WINE AND SPIRIT MERCHANTS,

Hongkong—18, Queen's Road.

For Sale.

FOR SALE.

NEW LAUNCH "MARTIAL," Length Over all, 47ft. 6in., Beam, 8ft. 6in., Draft, 3ft. 6in. Compound Engines. Speed about 8 Miles per Hour. For particulars apply to G. R. STEWART, 15, D'Aguilar Street, Hongkong, 5th November, 1890. [1527]

CHS. J. GAUPP & CO.,
CHRONOMETER, WATCH, and CLOCK-MAKERS, JEWELLERS, SILVER-SMITHS, and OPTICIANS. CHARTS and BOOKS. NAUTICAL INSTRUMENTS. Sole Agents for Louis Audemars' Watches; awarded the highest Prizes at every Exhibition; and for Voigtlander and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES and SPYGLASSES. No. 8, Queen's Road Central. [1512]

Consignees.

"MOGUL" LINE OF STEAMERS.
NOTICE TO CONSIGNEES.

S.S. "SIKH."
FROM GLASGOW, LIVERPOOL, PENANG AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all goods are being landed at their risk, into the Godowns of the Kowloon Wharf and Godown Company at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional cargo will be forwarded unless notice to the contrary be given before Noon, TO-DAY, the 5th inst.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th November, will be subject to rent.

All claims against the Steamer must be presented to the Undersigned on or before the 11th November, or they will not be recognised.

No Fire Insurance has been effected. Bills of Lading will be countersigned by ADAMSON, BELL & Co., Agents.

Hongkong, 5th November 1890 [1504]

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES of Cargo per Steamship "CHINA."

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Counter-signature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

CHAS. D. HARMAN, Agent.
Hongkong, 4th November, 1890. [152]

CANADIAN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "SUSSEX,"
FROM VANCOUVER, YOKOHAMA, AND NAGASAKI.

THE above steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Counter-signature, and take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

ADAMSON, BELL & Co., Agents.
Hongkong, 4th November, 1890. [41]

Shipping.

STEAMERS.

THE SCOTTISH ORIENTAL STEAMSHIP COMPANY, LIMITED.

FOR BANGKOK (DIRECT).

THE Company's Steamship

"DEVAWONGSE,"
Captain P. H. Loff, will be despatched for the above Port, TO-MORROW, the 7th November, at 9 A.M.

For Freight or Passage, apply to
YUEN FAT HONG,
Agents.
Hongkong, 4th November, 1890. [1522]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR AMOY AND JOOCHOW.

THE Company's Steamship

"HAILONG,"
Captain Goddard, will be despatched for the above Ports, TO-MORROW, the 7th instant, at Noon, instead of as previously advertised.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.
Hongkong, 6th November, 1890. [1512]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA, VIA AMOY.

THE Company's Steamship

"DIAMANTE,"
Captain G. Taylor, will be despatched for the above Ports, on SATURDAY, the 8th instant, at 4 P.M.

For Freight or Passage, apply to
RUSSELL & Co.,
General Managers.
Hongkong, 5th November, 1890. [1528]

STEAM TO BOMBAY AND STRAITS.

(Calling at Colombo if sufficient inducement offers).

THE P. & O. S. N. Co.'s Steamship

"LOMBARDY,"
Captain J. F. Johnson, will leave for the above places, on MONDAY, the 10th inst., at 3 P.M.

E. L. WOODIN, Superintendent.
Hongkong, 4th November, 1890. [1525]

Shipping.

STEAMERS.

"SHIRE" LINE OF STEAMERS.
FOR HAVRE, LONDON, HAMBURG, AND ANTWERP.

THE Steamship
"CARDIGANSHIRE,"
Captain Dowling, will be despatched as above on or about the 6th November.

For Freight or Passage, apply to
ADAMSON, BELL & Co.,
Agents.
Hongkong, 23rd October, 1890. [1528]

THE CHINA SHIPPERS' MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI, KOBE & YOKOHAMA.

THE Company's Chartered Steamship

"ANTONIO,"
Marshall, Commander, will be despatched as above on or about the 8th inst.

For Freight, apply to
ARNHOLD, KARBURG & Co.,
Agents.
Hongkong, 1st November, 1890. [1510]

NAVIGAZIONE GENERALE ITALIANA (FLORIO AND RUBATINO UNITED COMPANIES).

STEAM FOR SINGAPORE, PENANG AND BOMBAY, having connexion with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES (LEGHORN), and GENOA; all MEDITERRANEAN, ADRIATIC, LEVANTINE, and SOUTH AMERICAN PORTS, up to CALAO. Taking Cargo at through rates to PERSIAN GULF and BAGDAD.

THE Company's Steamship

"BORMIDA,"
C. Gavazza, Master, will be despatched as above on SATURDAY, the 8th November, at NOON.

At Bombay the Steamers are discharging in

appearances to the contrary, we shall continue to hope and to believe that before any considerable number of foreigners are desirous of making regular trips from Ichang to Chungking, they will be able to view the magnificent scenery of the Yangtze gorges from the deck of a steamer and not be obliged to do so from that of a junk. That sizeable downhill rivers are not confined to western China will be evident if we remind our readers that the central stream of the Fukien province, the beautiful Min river, is navigable almost or quite to the frontier of the province of Kiangsu, and that while the up trip occupies three weeks, the return journey to Foochow, whirling, if we recollect aright, past more than twenty assorted rapids, is made in four days! Some dangers there must assuredly be, to travellers upon the upper Min. It is well known that in the city of Canton, the boat-people are a special class, whose whole life from the cradle to grave is aquatic, riverine, fluvial. To some extent, there is a population of this general description in every great Chinese emporium situated on the water. Perhaps the largest boat centre to be found in the interior of China is at the junction of the Han river with the Yangtze, at the great commercial marts of Hankow and Hanyang. Vast as is the aggregation of Chinese craft at this great focal point of China, it is said to have been incomparably greater half a century ago. A fierce fire once broke out in this wilderness of shipping, and inconceivable loss of life and property was the result. This wholesale ruin, it is said, has never been repaired. To the other dangers of Chinese boat-travel must be added, therefore, the risk of fire—a terrible enemy which even all our boasted civilisation has been inefficient to muzzle.

On the whole, as a result of this superficial survey of Chinese transportation, it is perhaps just to say that its dangers are very much greater than they at first sight appear; but that at the same time they are indefinitely less than a fuller acquaintance with the qualities of the animate and inanimate agencies employed, might have led us to expect. The characteristics of Chinese travel which recent arrivals in this empire mainly emphasise, are the physical discomforts and the interminable delays. The reader will perhaps observe that to these matters of detail we have scarcely alluded, and will draw his own conclusions. The traveller in China must recollect that he is not in progressive Europe or in irrepressible America, but in Asia. In the practical philosophy of patience and contentment, the Chinese are incomparably our superiors. As to the comparative extent of the danger of travel in China and in the West it is hard to decide, and any decision is after all only a guess. It is probable that both in the West and in China the percentage of those injured in travel is infinitesimal, although for quite different reasons. The Chinese avoid certain forms of dangers, the Anglo-Saxon meets and defies all danger by precautions more or less adequate, for which Chinese care nothing. If one can restrain his native impatience, and can rise superior to certain inevitable discomforts, and is willing to risk an occasional sprain or ducking, let him travel in China. If he insists upon the maximum of speed and comfort (with incidental liability to be suddenly extinguished like a kerosene lamp, or a moth in a furnace) let him restrict his travel to the lands of the West.

We have only to add that, so far as our observation goes, whether for the foot-traveller, the patron of a wheelbarrow, or of a jinricksha or of any other wheeled vehicle, the most dangerous spot in China is the foreign settlement of Shanghai.—*N. C. Daily News.*

SCOTT'S Emulsion of Pure Cod Liver Oil with Hypophosphites is especially adapted to all conditions where the tissues are wasting away from inability to digest and assimilate ordinary food. The combined virtues of the Cod Liver Oil and Hypophosphites produce a marked effect in such cases. They restore the wasted tissues, create an appetite, make new blood, heal the inflammation of the throat and lungs, and increase the flesh. In short they form the finest combined food and medicine that can be given the invalid. Any Chemist can supply it.—*A. S. Watson & Co. (Ltd.), agents in Hongkong and China.*—*Advt.*

Today's Advertisements.

THEATRE ROYAL

CITY HALL, HONGKONG.

GRACIE PLAISTED'S "MY SWEET-HEART" COMPANY.

TO-NIGHT, THURSDAY, 6th November, "LA PERICHOLE."

SATURDAY NEXT, 8th November, "MARITANA," assisted by some of the Leading Hongkong Amateurs.

Box Plan at Messrs. KELLY & WALSH'S, CHAS. HARDING, Manager.

Hongkong, 6th November, 1890. [1516]

FOR MANILA, VIA AMOY. THE Spanish Steamer

"DON JUAN," Captain R. Beltran, will be despatched for the above Ports, on MONDAY, the 10th instant, at 4 P.M.

For Freight or Passage, apply to BRANDAO & Co., Agents.

Hongkong, 6th November, 1890. [1534]

GOVERNMENT NOTIFICATION.

INFORMATION has been received from the Military Authorities that ARTILLERY PRACTICE will take place on MONDAY next, the 10th instant, between the hours of 2 p.m. and 6 p.m. as follows, viz:—

From Belcher in a North-Westerly direction. From Stone Cutter West in a South-Westerly direction. From Stone Cutter Central and Stone Cutter West in a Westerly direction.

All Ships, Junks, and other Vessels are cautioned to keep clear of the range.

By Command, W. M. DEANE, Acting Colonial Secretary.

Colonial Secretary's Office, Hongkong, 6th November, 1890. [1536]

VICTORIA PRECEPTORY.

AN EMERGENCY MEETING of the Victoria Preceptory will be held on TUESDAY, the 11th instant, at 8.30 for 9 p.m. precisely. Visiting Brethren are cordially invited to attend.

Hongkong, 6th November, 1890. [1535]

Today's Advertisements.

DOUGLAS STEAM-SHIP COMPANY, LIMITED.

FOR SWATOW. THE Company's Steamship

"FOKIEN," Captain Roach, will be despatched for the above Port, TO-MORROW, the 7th instant, at DAYLIGHT.

For Freight or Passage, apply to DOUGLAS LA PRAIK & Co., General Managers.

Hongkong, 6th November, 1890. [1531]

AUSTRO-HUNGARIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, COLOMBO, AND BOMBAY, having connection with Company's Mail Steamer to ADEN, SUEZ, PORT SAID, TRIESTE, VENICE and FIUME.

THE Company's Steamship

"MELPOMENE," Captain Wallisch, will be despatched as above on TUESDAY, the 12th instant, at NOON.

Taking Cargo at through rates to CALCUTTA, MADRAS, PERSIAN GULF, BLACK SEA, LEVANT, and ADRIATIC PORTS.

Cargo will not be received on board after 3 P.M. prior to date of sailing.

For further information as to Passage and Freight, apply to DAVID SASSOON, SONS & Co., Agents.

Hongkong, 6th November, 1890. [1532]

UNION LINE.

NOTICE TO CONSIGNEES. FROM MIDDLESBROUGH, LONDON AND SINGAPORE.

THE Steamship "GLENOCIL," Captain R. May, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading to the undersigned for countersignature and to take immediate delivery of their Goods from along-side.

The steamer is berthed at Kowloon Piers and Cargo impeding her discharge will be at once landed and stored at Consignees' risk, and expense and no Fire Insurance will be effected.

All claims against the steamer must be presented to the Undersigned on or before the 15th inst., or they will not be recognised.

RUSSELL & Co., Agents.

Hongkong, 6th November, 1890. [1533]

Intimations.

THE IMURIS MINES, LIMITED.

NOTICE. SHAREHOLDERS are hereby informed that the certificates, for endorsement, should accompany the Bank draft sent in payment of the FINAL CALL of 5/- per Share due on the 1st November, 1890.

JARDINE, MATHESON & Co., Agents.

Hongkong, 14th October, 1890. [1438]

THE IMURIS MINES, LIMITED.

THE FINAL CALL of Five Shillings per Share will be due on the 1st November, 1890, and Shareholders are requested to pay the same to the Undersigned by Bank demand draft on London in favour of ourselves, on or before that date.

All Calls unpaid on the 1st November, will be liable to interest at the rate of eight per cent. per Annum.

JARDINE, MATHESON & Co., Agents.

Hongkong, 27th September, 1890. [1530]

HONGKONG FIRE INSURANCE COMPANY, LIMITED.

ADJUSTMENT OF BONUS FOR THE YEAR 1889.

SHAREHOLDERS in the above Company are requested to furnish the undersigned with a LIST of their CONTRIBUTIONS for the year ending 31st December last, in order that the distribution of the Profits reserved for Contributors may be arranged. Returns not rendered prior to the 30th day of November next, will be adjusted by the Company and no claims or alterations will be subsequently admitted.

JARDINE, MATHESON & Co., General Managers.

Hongkong Fire Insurance Co., Ltd. Hongkong, 15th October, 1890. [1443]

CHINA FIRE INSURANCE COMPANY, LIMITED.

ADJUSTMENT OF BONUS FOR THE YEAR 1889.

SHAREHOLDERS are hereby requested to send in to this Office a List of their Contributions of Premium for the year ending 31st December last, in order that the proportion of Profit for that year to be paid as Bonus to Contributors may be arranged. Returns not sent in before the 30th instant, will be made up by the Company and no subsequent claims or alterations will be allowed.

By order of the Directors, JAS. B. COUGHTRIE, Secretary.

Hongkong, 1st November, 1890. [1513]

TOURISTS

ARE cordially invited to call and inspect our choice collection of Japanese and Chinese FINE ART CURIOS, which is unequalled in Japan.

Every article guaranteed as represented. No trouble to show goods. One price only.

DEAKIN BROS. & Co., Ltd., 16 Bund, Yokohama, Japan.

Parade's Photographic Studio. [1521]

NOTICE.

THOMAS KERR & CO. ENGINEERS, BOILER-MAKERS AND CONTRACTORS. YAU-MAT-TEI ENGINEERING WORKS, KOWLOON. OFFICE—No. 12, d'Aguiar Street, Hongkong 25th August, 1890. [1536]

K U N L U N, No. 9, WYNDHAM STREET.

CHINESE PORCELAIN WARE and CURIOS, &c.

CHINESE EMBROIDERIES, EMBROIDERED MANDARIN CLOTHING, &c. Prices very moderate.

Hongkong, 25th October, 1890. [1434]

Intimations.

HONGKONG TRADING CO., LTD.,

(LATE THE HALL & HOLTZ CO-OPERATIVE COMPANY, LIMITED.)

NOW SHOWING.

AN ENTIRELY NEW STOCK OF

GENTLEMEN'S

HATS. CAPS. HATS.

Hosiery (Winter) Hosiery.

LATEST NOVELTIES.

HONGKONG TRADING CO., LTD.

(Late THE HALL & HOLTZ Co., Ltd.)

Hongkong, 1st November, 1890. [1531]

MARINE HOTEL

HONGKONG.

THE Undersigned begs to notify the Public of Hongkong and the Coast Ports, that THE MARINE HOTEL is NOW OPEN.

THIS FIRST-CLASS HOTEL is situated on the Praya West, opposite the Old P. & O. Wharf, and is newly built after the designs of the Largest European Hotels—the BEDROOMS, BATH-ROOMS, &c., are commodious, well ventilated and well furnished, and are suitable for Single or Married Persons. THE DINING ROOM is large and looks on the Harbour.

The TABLE D'HOTE will be supplied with the best the market can provide. The BAR and BILLIARD ROOMS are on the Ground Floor, and are fitted up in superior style. ENGLISH and AMERICAN TABLES.

WINES and LIQUORS of the best qualities and Brands only will be supplied. The Undersigned therefore begs the patronage of the Public, hoping to give every satisfaction.

JAS. EDWARDS, Proprietor.

Hongkong, 11th August, 1890. [1476]

HONGKONG RIFLE ASSOCIATION.

THE next competition for the FAKI CUP will take place on SATURDAY, the 8th instant, commencing at 3.30 O'CLOCK P.M. Ranges, 200 and 300 Yards. 7 shots at each range. Position—Standing at 200 and kneeling or sitting at 300 yards. Entrance Fee, 30 cents payable on or before FRIDAY, the 7th inst.

FRANK COLLINS, for Hon Sec.

Hongkong, 3rd November, 1890. [1534]

CAUTION TO SHIPOWNERS AND CAPTAINS.

RAHTJEN'S ANTI-FOULING COMPOSITIONS.

Other makes than our original Manufacture are now being sold.

The genuine and only Composition connected with Mr. RAHTJEN himself is HARTMANN'S RAHTJEN'S and packages are marked with these words and Trade Mark an open hand in red.

REJECT ALL OTHERS.

Agents in Hongkong A. BLACKHEAD & Co.

Hongkong, 26th July, 1890. [1093]

THE CHINA BORNEO COMPANY, LIMITED.

THE Second Ordinary Yearly MEETING of SHAREHOLDERS in the above Company will be held at the Hongkong Hotel, on SATURDAY, the 8th November next, at NOON, for the purpose of receiving the Report of the Directors and Statement of Accounts to 30th June, 1890.

The TRANSFER BOOKS of the Company will be CLOSED from the 1st November until the 8th November, both days inclusive.

GIBB, LIVINGSTON & Co., Agents.

Hongkong, 24th October, 1890. [1479]

Hotels.

THE SHAMANE HOTEL.

BRITISH CONCESSION, CANTON.

THIS FIRST CLASS HOTEL, admirably situated within a few minutes walk of the River Steamer Wharves, is now open to receive Visitors.

The Bed-rooms are cool, airy and comfortably furnished, and the spacious Dining Room, Sitting Rooms, and accommodation generally will be found equal to the best Hotels in the Far East.

The Table D'Hote is supplied with every luxury in season, and the cuisine is in experienced hands.

Wines, Spirits, Malt Liquors, etc., of the best quality only.

Also, BEEF in joints and corned, BLACK PUDDINGS, Pork and Game PIES.

S. R. GALE, Shanghai, 10th October, 1890. [1437]

THE HOTEL MARINA.

THIS strictly FIRST CLASS HOTEL, now moored in the Harbour of Victoria, offers guests exceptional advantages for Healthfulness and Refreshing breezes; the avoidance of street noises, and unwholesome odours, &c.

Grand Promenade Deck, Airy Dining Room, Ladies' Parlour, Billiard and Reading Rooms, Commodious Bedrooms, with separate Bathroom and Verandah to each.

The Table D'Hote is unexcelled. The Hotel Launch runs regularly to and from Peddar's Wharf and the Hotel Free of Charge; for time table see Bills.

Hongkong, 13th August, 1890. [1178]

THE BOA VISTA.

BISHOP'S BAY, MACAO.

THIS House, situated on the sea shore in one of the best and healthiest parts of Macao, and commanding an admirable view facing the South, was OPENED as a HOTEL on the 1st July.

Every comfort will be provided for visitors, with excellent cuisine and choice Wines.

Hot, Cold, Shower and Sea Water Baths; Large and well ventilated Dining, Billiard, and Reading Rooms, and well supplied Bar.

A small d'hot is attached to the premises.

Mrs. MARIA B. DOS REMEDIOS, Proprietress.

[1497]

Masonic.

ST. JOHN LODGE OF HONGKONG, No. 618, S.C.

A REGULAR MEETING of the above LODGE will be held in FREEMASONS' HALL, Zealand Street, on WEDNESDAY, the 11th instant, at 8.30 for 9 P.M. precisely. Visiting Brethren are cordially invited.

Hongkong, 4th November, 1890. [1524]

Mails.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, ISMAILIA, PORT SAID, MALTA, GIBRALTAR, MARSEILLES, BRINDISI, TRIESTE, VENICE, PLYMOUTH, AND LONDON.

ALSO, BOMBAY, MADRAS, CALCUTTA AND AUSTRALIA.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR BATAVIA, PERSIAN GULF PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK AND BOSTON.

SPECIE ONLY LANDED AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship "ROSETTA," Captain E. Crew, with Her Majesty's Mails, will be despatched from this Port for LONDON, via BOMBAY, and SUEZ CANAL, on THURSDAY, the 13th instant, at NOON.

Cargo will be received on board until 4 P.M. Parcels and Specie (Gold) at the Office until 4 P.M. on the day before sailing.

Silk and Valuables for Europe will be transhipped at Colombo; General Cargo for London will be conveyed via Bombay without transhipment, arriving one week later than by the ordinary direct route via Colombo.

Tea will be sent either via Bombay or Colombo, according to arrangement.

For further particulars regarding FREIGHT and PASSAGE apply to the PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

This Steamer takes Cargo and Passengers for Marseilles.

E. L. WOODIN, Superintendent.

P. & O. S. N. Co.'s Office, Hongkong, 1st November 1890.

NORDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, BRINDISI, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

ALSO, LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

ON SUNDAY, the 23rd day of November, 1890, at 11 A.M., the Company's Steamship "BRAUNSCHWEIG," Captain A. Meier, with MAILS, PASSENGERS, SPECIE & CARGO, will leave this Port as above, calling at GENOA.

Shipping Orders will be granted till Noon. Cargo will be received on board until 4 p.m. Parcels and Packages until 3 p.m. on 22nd November. (Parcels are not to be sent on Board; they must be left at the Agency's Office). Contents and Value of Packages are required.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess.

For further Particulars, apply to MELCHERS & Co., Agents.

Hongkong, 27th October, 1890. [1530]

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

THE Steamship "BELGIC" will be despatched for San Francisco, via Yokohama, on TUESDAY, the 25th November, at 1 P.M.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports.

All PARCEL PACKAGES should be marked to address in full and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

First-class Fares granted as follows:—To San Francisco and return, \$225.00

To San Francisco and return, 393.75

available for 6 months.

To Liverpool, 325.00

To London, 332.00

To other European Ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Passengers by this line have the option of proceeding Overland by the Southern Pacific and Connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

Consular Invoices to accompany Cargo destined to Ports beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Passage or Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN, Agent

Hongkong, 3rd November, 1890. [1532]

Mails.

U. S. MAIL LINE. PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship

"CHINA" will be despatched for SAN FRANCISCO via YOKOHAMA on THURSDAY, the 13th Nov., at 1 P.M., taking Passengers, and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—To San Francisco, \$225.00

To San Francisco and return, 393.75

available for 6 months.

Commercial.

CLOSING QUOTATIONS.
 Hongkong and Shanghai Bank, 233 1/2 per cent.
 Hongkong and Shanghai Bank, New Issue—
 \$254 per share, nominal.
 Union Insurance Society of Canton—\$93 per
 share, ex div., buyers.
 China Traders' Insurance Company—\$63 per
 share, buyers.
 North China Insurance—Tls. 340 per share,
 sellers.
 Canton Insurance Company, Limited—\$118 per
 share, buyers.
 Yangtze Insurance Association—Tls. 70 per
 share, buyers.
 On Tai Insurance Company, Limited—Tls. 150
 per share.
 Hongkong Fire Insurance Company—\$330 per
 share, buyers.
 China Fire Insurance Company—\$88 per share,
 buyers.
 Hongkong and Whampoa Dock Company—\$74
 per cent. premium, buyers.
 Hongkong, Canton, and Macao Steamboat Co.,
 \$37 per share, sellers.
 China and Manila Steam Ship Company—127
 per share, sellers.
 Hongkong Gas Company—\$135 per share, sellers.
 Hongkong Hotel Company—\$165 per share
 sellers.
 Hongkong Hotel Co.'s Six per cent. Debentures
 \$501.
 Indo-China Steam Navigation Company,
 Limited—25 per cent. discount, sellers.
 Douglas Steamship Company—\$47 per share,
 buyers.
 China Sugar Refining Company, Limited—\$111
 per share, sellers.
 Luzon Sugar Refining Company, Limited—\$108
 per share, buyers.
 Hongkong Ice Company—\$88 per share,
 sellers.
 Hongkong and China Bakery Company, Limited
 \$80 per share, sellers.
 Hongkong Dairy Farm Co., Limited—\$10 per
 share, sellers.
 A. S. Watson & Co., Limited—\$28 per share,
 sellers.
 Chinese Imperial Loan of 1884 B—2 1/2 per cent.
 premium, sellers.
 Chinese Imperial Loan of 1884 C—5 per cent.
 premium, buyers.
 Chinese Imperial Loan of 1886 E—11 per cent.
 premium.

Hongkong Rope Manufacturing Company,
 Limited—\$126 per share, buyers.
 The Hongkong Steam Laundry Co., Ltd.—\$25
 per share, nominal.
 Funjion and Sangha Doo Samantian Mining Co.,
 Ltd.—\$31 per share, sales and sellers.
 The Bau Gold Mining Co., Ltd.—\$115 per share,
 buyers.
 Inauris Mining Co., Ltd.—\$11 per share, buyers.
 The Balmoral Gold Mining Co., Limited—\$112
 per share, buyers.
 Hongkong and Kowloon Wharf and Godown
 Company—\$74 per share, sellers.
 Tongqua Coal Mining Co.—\$425 per share,
 sellers.
 The Hongkong High-Level Tramway Co.,
 Limited—\$105 per share, buyers.
 The East Borneo Planting Co., Limited—\$14
 per share, sellers.
 H. G. Brown & Co., Ltd.—\$64 per share, buyers.
 The Sengeli Koyah Planting Co., Ltd.—\$11 per
 share, sellers.
 Cruickshank & Co., Ltd.—\$40 per share, nom.
 The Steam Launch Co., Limited—nominal.
 The Austin Arms Hotel and Building Co., Ltd.
 The China-Borneo Co., Ltd.—\$11 per share,
 sellers.
 The Hongkong Brick and Cement Co., Ltd.—
 \$18 per share, sellers.
 The Green Island Cement Co.—\$23 per share,
 sellers.
 The Hongkong Land Investment Co., Ltd.—\$90
 per share, buyers.
 The Hongkong Electric Light Co., Ltd.—\$6
 per share, sellers.
 Geo. Fenwick & Co., Limited—\$24 per share,
 sellers.
 The West Point Buildings Co., Ltd.—\$30 per
 share, sellers.
 The Peak Hotel and Trading Co., Ltd.—\$20 per
 share, sellers.
 The Labak Planting Co., Ltd.—\$18 per share,
 buyers.
 The Lamag Planting Co., Ltd.—\$11 per share,
 buyers.
 The Jelebu Mining and Trading Co., Ltd.—\$3
 per share, sellers.
 The Selama Tin Mining Co., Ltd.—\$1 per share,
 buyers.
 The Shumson Hotel Co., Ltd.—nominal.
 The Kowloon Land Investment Co., Ltd.—\$17
 per share, sellers.
 The Trust and Loan Co. of China and Japan—
 \$19 per share, buyers.
 The Hongkong Marine, Limited—par, nominal.

EXCHANGE.
 ON LONDON.—Bank, T. T. 3/4
 Bank Bills, on demand 3/5
 Bank Bills, at 4 months' sight 3/5
 Credits at 4 months' sight 3/5
 Documentary Bills, at 4 months' sight 3/5
 ON PARIS.—
 Bank Bills, on demand 4/3
 Credits at 4 months' sight 4/3
 On India, T. T. 2/20
 On Demand 2/20
 ON HONGKONG.—
 Bank, T. T. 72 1/2
 Private, 30 days' sight 73

Shipping.

ARRIVALS.
 FORKIN, British steamer, 500, Roach, 5th Nov.
 Tamsui 31st October, and Amoy 4th
 Nov., General.—D. Laprak & Co.
 DIAMANT, British steamer, 514, G. A. Taylor,
 6th Nov.—Manila 3rd November, General.
 Russell & Co.
 PEKING, German steamer, 914, F. Schulz, 6th
 November.—Wuhu and November, Rice.
 Slemssen & Co.
 GLENOCILL, British steamer, 1,580, R. Hay,
 6th Nov.—London 14th Sept., General.
 Russell & Co.
 HATFORD, British steamer, 78, F. D. Goddard,
 6th Nov.—Tamsui 4th Nov., and Amoy
 5th, General.—D. Laprak & Co.
 AGUIA, German steamer, 1,616, E. Christensen,
 6th Nov.—Kobe 21st Nov., General.
 Slemssen & Co.
 FUSHUN, Chinese steamer, 1,504, A. Crow, 6th
 Nov.—Whampoa 6th Nov., General.
 C. M. S. N. Co.
 LITSHING, British steamer, 1,047, Waddell,
 6th Nov.—Whampoa 6th Nov., General.
 Jardine, Matheson & Co.
CLEARANCES AT THE HARBOUR OFFICE.
 DEWONG, British steamer, for Bangkok.
 Fokien, British steamer, for Swatow, &c.
 Benlomond, British steamer, for Nagasaki.
 Sikh, British steamer, for Shanghai.
 Choyang, British steamer, for Swatow, &c.

November 6, Melbourne, French steamer, for
 Shanghai, &c.
 November 6, Calcutta, French steamer, for
 Singapore, &c.
 November 6, 24th, British str. for Shanghai, &c.
 November 6, Edwale, British steamer, for
 Kutchinot.
 November 6, Wingsang, British steamer, for
 Singapore, &c.
 November 6, Choyang, British steamer, for
 Swatow, &c.

PASSENGERS—ARRIVED.
 Per Diamant, str. from Manila.—49 Chinese.
 Per Fokien, str. from Tamsui, &c.—Captain
 Farrow, Mr. Mehta, and 40 Chinese.
 Per Peking, str. from Wuhu.—9 Chinese.
 Per Hailong, str. from Tamsui, &c.—11
 Chinese.

DEPARTED.
 Per Calcutta, str. from Hongkong for Siga-
 pore.—Mr. and Mrs. F. Weaver, Messrs. W.
 van Slare, Arthur Hoare, and Rev. Barrillon.
 For Batavia.—Mr. C. Capelle, For Colombo,
 Messrs. Francis Fessenden and Albert Marquet.
 For Marselles.—Mr. and Mrs. H. C. Bryant,
 Rev. Plessis, Messrs. Thomas Hall, David Allan,
 and Vincent. From Shanghai for Singapore.
 Mr. and Mrs. Lesterman and children, Messrs.
 H. Macdonald and C. Campbell. For Mar-
 selles.—Mrs. R. Wagner, Miss Wagner, and 3
 infants. Mrs. Orban, Mrs. Vivier, Mrs. Sena
 Och, Miss Gordon, Miss Ghiesl, Captain
 Vergne, Messrs. B. Schmaeker, F. Möller,
 Leblond, T. Sachan, O. Vortmann, R. Telge,
 and Rev. P. Lescure. From Yokohama for Siga-
 pore.—Mr. H. Tsuchiya, For Alexandria.
 Mr. Chiorio, For Marselles.—Mr. J. Renaud.
 From Kobe for Alexandria.—Mr. W. Tatters.
 Per Melbourne, str. from Hongkong for
 Shanghai, &c.—Oy, Miss Nita, O. P. O.
 Messrs. R. Drury, A. H. Ough, Chas. Iburg, and
 Jules Bandier. From Marselles.—Mr. and Mrs.
 Rawlinson, Mr. and Mrs. George Smith, Mr. and
 Mrs. de Bezaure, Mr. and Mrs. T. L. Bothman,
 Mrs. Bauwens, Denis, Peres, A. Fimmers, Cas-
 sano Kleinbrink, Van de Wynckel, Thomas
 Cawles, Messrs. Paritich, Cheng Ho, and Chang.
 From Singapore.—Messrs. Groult and servant,
 Hajee Noor Mahomed, and G. Isophel. From
 Marselles for Yokohama.—Mr. and Mrs. Mil-
 chie, infant and servant, Miss Rouch, Messrs.
 W. Kanai, Bernard Bernardi, and Jacques
 Fabiers. From Saigon.—Mr. Pasquier.

REPORTS.
 The German steamship Agata reports that she
 left Kobe on the 1st instant. Had fine
 weather outside.
 The German steamship Peking reports that she
 left Wuhu on the 2nd instant. Had fine
 weather the whole way down.
 The British steamship Diamant reports that she
 left Manila on the 3rd instant. Had
 moderate north-east winds and sea throughout.
 The British steamship Hailong reports that she
 left Tamsui on the 4th instant. Amoy on the
 5th. Had moderate north-east winds and fine
 clear weather throughout the voyage.

The British steamship Peking reports that she
 left Tamsui on the 5th instant. Experienced
 moderate north-east winds and fine weather to
 Amoy. Left Amoy on the 4th inst. Experienced
 light easterly winds and fine calm weather to
 Lamook Island; thence to port—had variable
 winds and fine weather.

Post Office.

A MAIL WILL CLOSE
 For Bangkok.—Per Dewong to-morrow,
 the 7th instant, at 8.30 A.M.
 For Swatow and Tientsin.—Per Litshing
 to-morrow, the 7th instant, at 1.30 A.M.
 For Swatow, Singapore, and Bangkok.—Per
 Sikh to-morrow, the 7th instant, at 1.30 P.M.

SHIPPING IN HONGKONG.

STEAMERS.
 ANTONOR, British steamer, 1,376, Grier, 3rd
 Nov.—Nagasaki 29th Oct., Coal, &c.—But-
 terfield & Swire.
 BENLOMOND, British steamer, 1,737, A. W. S.
 Thomson, 4th Nov.—Singapore 27th Oct.,
 General.—Gibb, Livingstone & Co.
 BORMIDA, Italian steamer, 1,499, Carlos Gavazo,
 20th October.—Bombay 8th October, and
 Singapore 21st, General.—Carlowitz & Co.
 CHINA, American str., 5,200, W. B. Seabury, 4th
 Nov.—San Francisco 9th Oct., Honolulu
 17th, and Yokohama 30th, Mails and
 General.—P. M. S. S. Co.
 CHUSAN, German steamer, 623, W. Wendt, 27th
 Oct.—Manila 24th Oct., Ballast.—Melchers
 & Co.
 DEWONG, British steamer, 1,057, P. Z. Loff,
 30th Oct.—Bangkok 14th Oct., and Koh-
 ai-chang 16th, Rice and General.—Yuen
 Fat Hong.
 FALKENBURG, German steamer, 988, H. Frerichs,
 31st October.—Saloon 27th Oct., Rice and
 Paddy.—Melchers & Co.
 HATFORD, British steamer, 1,120, Harris, 2nd
 Nov.—Saloon 28th October, Rice.—D.
 Laprak & Co.
 HATFORD, French steamer, 845, Feraud, 5th
 Nov.—Halifax 3rd Nov., General.—
 Messageries Maritimes.
 INDIAN, German steamer, 1,160, A.
 Hasenwinkel, 30th October.—Saloon 25th
 October, Rice and Paddy.—Wieler & Co.
 INOARAN, German steamer, 896, T. Massmann,
 4th Nov.—Saloon 31st October, Rice.—
 Wieler & Co.
 LOMBARDY, British steamer, 1,570, J. F. Jephson,
 4th Nov.—Bombay 17th Oct., and Siga-
 pore 28th, General.—P. & O. S. N. Co.
 LORD BANGOR, British steamer, 1,911, H. Magill,
 3rd Nov.—Karatu 28th October, Coal.—
 Cuthbert.

MICHAEL JENSEN, German steamer, 710, T.
 Mathiesen, 4th Nov.—Saloon 29th Oct.,
 Rice and Paddy.—Wieler & Co.
 MOUNT HEBRON, British steamer, 1,688, Elliott,
 19th August.—Halifax 12th August, Bal-
 last.—Adamson, Bell & Co.
 NAMOA, British steamer, 863, T. G. Pocock,
 4th Nov.—Fochow 30th October, Amoy
 31st, and Swatow 3rd Nov., General.—D.
 Laprak & Co.
 NAMONG, German steamer, 984, W. Smith, 5th
 Nov.—Penang 22nd Oct., General.—Hong
 Bah Hong.
 NORDEN, Norwegian steamer, 1,368, C. Nielsen,
 4th Nov.—Kutchinot 30th Oct., Coal.—
 Mitsui Bussan Kaisha.
 PHRA CHOM KLAO, British steamer, 1,011, J.
 Fowler, 10th Oct.—Bangkok 2nd October,
 Rice and General.—Yuen Fat Hong.
 PHRA NANG, British steamer, 1,021, W. H.
 Watton, 26th Oct.—Cardiff, S.W., 13th
 Sept., Coal.—Order.
 RIVERDALE, British steamer, 1,311, James
 Mooney, 4th Oct.—Kutchinot 28th Sept.,
 Coal.—Adamson, Bell & Co.
 SISHAN, British steamer, 845, E. F. Stovall,
 3rd Nov.—Bangkok 25th Oct., Rice.—
 Chinese.
 SYSSKE, British steamer, 1,670, H. H. Holt, 3rd
 Nov.—Vancouver 27th Sept., Yokohama
 October 25th, and Nagasaki 30th, Coal.—
 Adamson, Bell & Co.

SAILING VESSELS.
 ADOLPH, German bark, 464, Westergaard, 8th
 October.—Hamburg 4th June, General.—
 Carlwits & Co.
 ALICE MARY, British bark, 361, S. Sampson,
 24th October.—Albany, W.A., 13th August,
 Sandalwood.—Gliman & Co.

HONGKONG—SAILING VESSELS.

Continued.
 ALTAR, British bark, 399, T. Munro, 27th
 Sept.—Albany 8th August, Sandalwood.—
 Order.

ADAM W. SPIES, American bark, 1,171, A. D.
 Field, 14th October.—Newcastle, N.S.W.,
 15th August, Coal.—Order.
 CHAON WATTANA, Siamese bark, 656, W. L.
 Cain, 1st Sept.—Wah Hin 13th August,
 Timber and Sapanwood.—Castal.
 COMET, German ship, 1,083, R. Krippner, 27th
 Sept.—Cardiff 19th May, Coal.—Order.
 DOROTHY, British bark, 310, A. Crow, 31st Oct.,
 —Lagaimanoc 15th Oct., Timber.—Gibb,
 Livingstone & Co.

FAMOT TUCKER, American ship, 1,457, Frost,
 28th October.—New York 8th June, Ker-
 sene Oil.—Jardine, Matheson & Co.

GEORGE SKOLVILL, American ship, 1,276, A. H.
 S. Dunning, 11th July.—New York 7th
 Feb., Kerosene Oil.—Russell & Co.

KAMELIA, British ship, 1,052, J. J. Bowell, 27th
 October.—Singapore 11th Oct., Timber.—
 Captain.

NICOYA, British bark, 594, B. Johnson, 15th
 October.—Albany 13th August, Sandalwood.
 —Captain.

SARA MERCEDES, Peruvian schooner, 245, A.
 Manlating, 4th July.—Saloon 27th June,
 Rica.—Captain.

SEA WYCH, American ship, 1,288, Chas.
 Zibbell, 30th October.—New York 24th
 May, Kerosene Oil.—Adamson, Bell & Co.

SINTRA, American ship, 1,590, Woodside, 20th
 August.—Russell & Co.

ST. JULIEN, British bark, 1,049, W. J. King,
 16th Oct.—New York 15th May, Petroleum.
 —Master.

Intimations.

ONE BOX OF CLARKE'S B-1 PILLS
 is warranted to cure all discharges from the
 Urinary Organs, in all cases (acquired or
 constitutional), Gravel and Pains in the Back.
 Guaranteed to cure from Mercury. Sold in Boxes
 of 6d each, by all Chemists and Patent Medi-
 cine Vendors throughout the World. Proprietors,
 The Lincoln and Midland Counties Drug Com-
 pany, Lincoln, England. [116]

CARBOLINEUM AVENARIUS.

(REGISTERED).

AN ANTISEPTIC PAINT for the Preserva-
 tion of Wood, Walls, Ropes and Ship's
 Tackle. May be applied to Boats, Floors, Walls,
 ceilings, Windows, Ornamentations, Eaves, Roofs,
 Wooden Sheds, Farmers' and Gardeners' Imple-
 ments, Carts, Posts, Fences, Stables, Gates,
 Bridges, Boats, and all Timber underground.
 Effectually excludes all dampness from wa's
 painted with it and entirely prevents the crum-
 bling away and decay of stone and bricks.
 White ants do not touch wood painted with
 Carbolineum Avenarius.

Used during the last 14 years with the utmost
 success, as proved by numerous Testimonials
 from living authorities.
 Sold in casks of about 450 lbs. net, Price
 85 cents per lb.

For further particulars, apply to
 SCHEELE & Co.,
 Sole Agents,
 No. 16, Stanley Street.
 Hongkong, 2nd December, 1889. [130]

J. & R. HARVEY & CO.,
 DUNDASHILL DISTILLERY, GLASGOW.
 Established 1770.

SCOTCH WHISKIES.
 Finest Pure Malt Scotch Whisky.
 O.H.M. Old Highland Malt Whisky.
 F.O.S. Fine Old Scotch Whisky.
 V.O.S. Very Old Scotch Whisky.

MESSRS. HARVEY & CO.'s Pure Malt
 Whiskies have for over fifty years com-
 manded the largest sale in the English Market
 OF ANY WHISKY made in Scotland, and
 being thoroughly matured in Sherry Wood are
 very mild and mellow, and are confidently
 recommended where a Pure, Wholesome Spirit
 is desired.

Over one million Gallons produced annually.
 For Prices and Samples, apply to
 J. & R. RENNIE STEWART,
 12, D'AGUIER STREET, HONGKONG.
 Sole Agent for China and Japan.
 Hongkong, 28th August, 1890. [1262]

PURE ICE.

IN from two to three minutes, by the Pulso-
 meter, Engineering Co.'s Champion Hand Ice-
 Making Machines.
NO FREEZING POWDERS REQUIRED.
 Will Ice Carafes in one minute, and make
 Block Ice and Ice Cream, Ice Sparkling Wines,
 Soda Water, Beer, etc.
 The No. 1 Machine is very portable and
 compact—Measures 24" by 18" by 12".
 The No. 2 Machine can be seen and tried, and
 prices ascertained at the Office, No. 12,
 D'AGUIER STREET.

All Machines tested by actual Ice-making
 before delivery.

G. RENNIE STEWART,
 Agent, Hongkong.
 Hongkong, 28th August, 1890. [1213]

G. RENNIE STEWART,
 MANUFACTURERS' AGENT AND GENERAL
 COMMISSION MERCHANT,
 12, D'AGUIER STREET, HONGKONG.

AGENT FOR
J. & R. HARVEY & Co., Dundashill
 Distillery, Glasgow.
 McKendrie, Driscoll & Co. Wine Shippers,
 Jere de la Frontera, and Oporto.
 Vuleatia Iron & Steel Co., Glasgow.
 Pulsmeter Engineering Co., London, Ice
 Machines.
 Wilson & Baird, Engineers' Ironmongers,
 Glasgow.
 Boyd & Robertson, Tweed Mills, Selkirk.
 Clark Brothers, Tweed Mills, Galashiels.

Estimates given for supplying and fitting up
 Machinery for Mills and Factories.
 Illustrated Catalogues and Price Lists for all
 kinds of Engineering Machinery, Soda Water
 Machinery, Steam and Hand Sawing Machines
 and Wood Working Machinery, Bottling and
 Corking Machines, Cooling Stoves and Ranges,
 Hair Patent Scandinavian Belt Guides, Engine
 Pumping Rubber Sheets, Valves and Washers,
 etc., etc., can be seen and prices ascertained at
 the above address.

The Pulsmeter Engineering Co.'s No. 1
 Champion Hand Ice-Making Machine can also
 be seen and tried.
 Hongkong, 28th August, 1890. [1230]

KUHN & CO.,

JAPANESE AND CHINESE FINE

ART DEPOT.

21 & 23, QUEEN'S ROAD.

Hongkong, 21st July, 1890. [1272]

Intimations.

NOTIFICATION.

BRITISH NORTH BORNEO & LABUAN.
REVENUE FARMS FOR 1891.

THE Government are prepared to receive
 Tenders for the following Farms for 1891.
 1. *The Opium Farm.*—Including the sole
 right to import raw or manufactured Opium for
 consumption in the Colony of Labuan and its
 Dependencies, and in the State or District of
 British North Borneo to which the Farm applies,
 and to prepare and sell and or to license others
 to prepare and sell Opium, Chandoo and Opium
 Dross.

The Regulations governing the Farm are
 contained in Labuan Ordinance No. 11, of 1873,
 adopted in British North Borneo, and in Notifi-
 cation No. 111 of 1889.

The Maximum retail prices allowed by the
 Regulations are as follows:

Tails.	Chacs.	Hoons.	\$ c.	Not more
6	8	0	10.00	than 270
3	2	0	5.00	Chacs can
0	6	2	1.00	be prepared
0	2	9	0.50	from one
0	1	0	0.19	Ball raw
0	0	1	0.02	Opium.
1	Ball	...	40.	

2. *The Spirit Farm.*—Including the sole right
 to import and to sell and or to license others to
 import and sell Chinese Wines and Spirituous
 Liquors of Chinese manufacture, and the sole
 right to sell and to issue retail and wholesale
 licenses to sell all other Wines, Beer and
 Spirituous Liquors.

The Farm is governed by Proclamations No.
 VIII of 1889 and III of 1888.

3. *The Pawnbroking Farm.*—Including the sole
 right to keep and or to license others to
 keep Pawnbroking by Labuan Ordinance
 No. 111 of 1888 as amended by Ordinance No.
 1, of 1872, and Notification No. 131, of 1889.

4. *The Gambling Restriction Farm.*—Including
 the sole right to keep and or to license
 others to keep Gambling houses, and to issue
 permits to Gamble.

The Farm is governed by Proclamations No.
 11 of 1883 and VII of 1889 and Notification No.
 108 of 1889. It does not extend to Labuan.

5. *The Customs Farm.*—Including the sole
 right to collect all Import and Export Duties,
 payable to Government, and to issue Receipts
 for the same. On Rattan, Gutta, Wax, Birds-
 nests, Timber, and all jungle and sea produce.
 Import Duties on Tobacco, Spirits, Salt and
 Matches. On the West Coast—Export Duties
 on all jungle and sea produce, the same as for
 East Coast District. Import Duties on Salt,
 Spirits, Tobacco, Matches, Iron, Brass and Cloth.

6. *The Blachan Farm.*—Including the sole
 right to catch shrimps and to manufacture
 Blachan and or to license others to catch shrimps
 and to manufacture Blachan.

7. *The Bird-nest Farm.*—Including the sole
 right to collect the Government
 Share of 10% on all nests from Madai
 and Segalong Caves.

A separate Tender must be submitted for each
 of the above Farms.

Each tender may be for one or more of the
 following Districts or places, and if the Farm
 of more than one of the Districts or places men-
 tioned is applied for, a separate Tender should
 be submitted for each District or place viz—

1.—The whole State of British North Borneo,
 extending from the Siplong River in Padas
 Bay on the West Coast, to Sibucco Bay
 on the East Coast, and also the Colony
 of Labuan and its Dependencies, as
 regards the Opium Farm only.

2.—The East Coast District from Tanjong
 Inarutang to Sibucco Bay including
 Darvel, Labuk, Sugut, and Sandakan
 Bays, Klabatangan, Segama, and all
 rivers within the District.

3.—The Simporna District from Simporna to
 Bau Tenagat.

4.—The West Coast District from Tanjong
 Inarutang on the North to Siplong on the
 south, including Banguey and Balam-
 bangan Islands and also the Colony
 of Labuan as regards Opium only.

5.—Kudat District.—From Tanjong Inar-
 utang to Sampangmanglo Point including
 all Rivers in Marudu Bay and the Islands
 of Banguey and Balam-bangan.

6.—Gaya District.—From Sampangmanglo
 Point to Bangawan River including
 Tampassuk, Abay, Ambong, Sulamut,
 Tuaran, Gaya, Bay Putatan, Pagar,
 Kimanis and all Rivers south to and
 including Bangawan.

7.—Padas District.—From Kwalla Penyut
 to Siplong including Kilas, Padas-Damit,
 and Padas Besar and all Rivers south to
 and including Siplong; also including the
 Colony of Labuan as regards Opium only.

8.—The Colony of Labuan and its Depen-
 dencies.—For the Opium Farm only.

Each tender should state the monthly payments
 for the year 1891.

Tenders for the Opium Farm for the whole
 State and the Colony of Labuan or for the East
 Coast District and for the Spirit, Pawnbroking,
 Gambling Restriction and Customs Farm, East
 Coast or Sandakan, will be received by the Govern-
 ment Secretary, Sandakan, on or before 30th
 November. All tenders should be under Seal and
 marked "Confidential Tender for Revenue Farm."

Tenders for the Farms for separate Provinces,
 such as Kudat, Gaya, Padas, Darvel Bay or La-
 buan will be received by the Officer-in-Charge
 of the Province or Colony on or before 15th of
 November.

The Government does not bind itself to accept
 the highest or any tender.

Each tender should specify in full the names,
 residences, and occupation of the persons tender-
 ing, and should give similar information as to the
 proposed securities.

Persons who do not wish to tender in their
 own names may use a number of not less than
 3 figures; but those doing so should send their
 true names with the number used in separate
 envelope, marked "Private," to the Governor at
 Government House.

All Farms are subject to the Laws and Re-
 gulations now in force, or which may from time
 to time be enacted or issued by Government con-
 cerning the same.

Any further information on the subject may be
 obtained from the Treasurer-General, Sandakan,
 or from the Officer-in-Charge of the different
 Districts or Stations, and from the Company's
 Agents in Singapore or Hongkong.

By His Excellency

MAIL SUPPLEMENT.

The Hongkong Telegraph.

N^o. 2685

THURSDAY, NOVEMBER 6, 1890.

SIX DOLLARS
PER QUARTER

BIRTHS.

At Shanghai, on the 24th October, the wife of R. R. ENDICOTT, of a daughter.
At Shanghai, on the 29th October, the wife of Captain W. M. LANG, Royal Navy, of a son.
At No. 1, Hongkong Road, Shanghai, on the 30th ulto, the wife of A. M. ARCHIBALD, of a son.

MARRIAGES.

At H.B.M.'s Consulate-General, Shanghai, on the 26th ulto, before J. P. Hughes, Esq., and afterwards at the Synagogue, "Beth-El" by the Rev. S. S. D. Cohen, M. NISSIM, to MOZELLY, youngest daughter of the late N. Isaac, of Shanghai.

DEATHS.

At Hankow, on the 23rd ulto, Captain KARL MENARD YANKOWSKY, of the C. M. S. N. Co.'s steamship *Kianglung*, aged 53 years.
At Shanghai General Hospital, on the 29th October, WILLIAM EDWIN MOXHAM, aged 45 years.
At Hongkong, on the 30th October, H. E. SIDFORD, Esq., Commissioner of Customs, Swatow.
At Shanghai General Hospital, on the 31st October, COSMO INNES BURTON, B.Sc., F.R.S.E., aged 28 years.
At the Civil Hospital, on the 2nd instant, JAMES MOORE, of the Chinese Customs Service, Kowloon, aged 28 years.

The Hongkong Telegraph.

HONGKONG, THURSDAY, NOVEMBER 6, 1890.

THE CUSTOMS BLOCKADE OF HONGKONG.

The middle who wrote home of the Orientals that they had "Manners none, and Customs nasty" must surely have had a prophetic prescience of the future attitude of the Chinese authorities towards Hongkong. For half a century this colony has borne the vexatious incursions of a tax-collecting blockade; it was made the subject of a Convention as far back as 1876, and again in 1886, when (not to disturb very muddy waters by recounting the circumstances leading to it) an agreement was entered into between England and China at a conference held in Hongkong between Mr. (now Sir) JAMES RUSSELL, Sir ROBERT HART, SHAO Tao-tai, and Mr. BYRON BRENNAN, H.B.M.'s Consul at Tientsin, by which it was agreed to bring forward the present Opium Ordinance on certain conditions, among which was one "that an office under the Foreign Inspectorate shall be established on Chinese territory, at a convenient post on the Kowloon side," and another "that the foreign officer who will be responsible for the management of the Kowloon Office shall investigate and settle any complaints made by the junks trading with Hongkong against the Native Customs Revenue Stations or Cruisers in the neighbourhood, and that the Governor of Hongkong, if he deems it advisable, shall be entitled to send a Hongkong officer to be present at, and assist in, the investigation and decision."

How those conditions have been categorically ignored by the Imperial Maritime Customs—how the great junk trade of this Colony has been oppressed and, to some extent, killed by that mongrel and despotic organisation—is only too common knowledge. It is characteristic of the Chinese Government that whilst they barely allow the fringe of their empire to be touched by western nations, they should establish the direction of their most important Customs District in the centre of Hongkong. Against that we have so often inveighed that we need scarcely reiterate our arguments. By ever permitting the head-quarters to be set up here the British Government have caused immense harm; innumerable complaints have been, and are still being, made by junk-owners against the high-handed manner in which they are called on to leave—even whilst in British waters—by the swarm of Customs launches that blockade the exits from Victoria Harbour; they are often detained for many hours, the crew ill-treated, and many acts of pilfering—not to call it looting—committed. To any remonstrances the answer is that the British Government sanctions this privateering, that it is, practically in co-operation with the Customs authorities, and will not protect the junk owners.

Fortunately, the other day, a gross and undoubted example of "Customs' courtesy" was exposed by Mr. F. H. MAX, the private secretary to the Governor of Hongkong, whose launch was stopped and boarded under the most exasperating circumstances. The result we hear has been that the Government—albeit at the eleventh hour—are moving firmly in the matter, and we trust that strong representations have been already made to the home authorities. The Chinese merchants and junk-owners, it is said, are also moving in the matter, and will probably present a very plainly-worded petition to the Government, shortly. There can be no doubt as to the injustice which they suffer. The territory of any Power has, of course, its defined jurisdiction, but, considering the valuable privileges that the Kowloon Customs enjoys under our aegis, and the international comity supposed to exist between England and China, the hundreds of trading boats that leave Hongkong every week have a right to expect no decent treatment. This is not a beleaguered depot full of Chinese enemies, or a nest of smugglers, and must not be treated

as such, or reprisals will follow. Probably the best way to solve the enigma as to how far the rights of the Celestial *domane* extend would be for the junk people to take up the first clear case of ill-usage, robbery, or violation of territorial rights and appeal to the Hongkong Government for protection, by changing the offending Chinese officials with an act of piracy. That will settle it, once for all.

As we write we hear of an atrocious example of this armed espionage. A day or two ago the British water police seized two small junks in Hongkong waters, near the village of Stanley. Each was flying the dragon flag, and contained plundered clothing and cargo. The crews, who were armed to the teeth, claimed that they were there under orders, but they were carried into Stanley, notwithstanding. Commander Ruxser, the Harbor Master, made inquiries in the matter, but only to find that the Customs people repudiated any connection with the "pirates." Whether they had or not will, of course, come out when the men are prosecuted for piracy. It is significant, too, that our port officials are summarily ordering the cloud of Chinese revenue cruisers to anchor in the proper ground, opposite the Cricket Ground, under pain of prosecution. Hitherto they have hung about the junk anchorage, right under the shadow of the Harbour Department, in a most intimidating way. We hope the Government will continue the firm policy they have initiated, and that the independence and freedom of Hongkong be unmistakably established.

THE CHINA BORNEO COMPANY, LIMITED.

The second report of the Board of Directors to the ordinary meeting of shareholders, to be held at the Hongkong Hotel, at noon, on Saturday next, is as follows:—
Your Directors have now to lay before you the accounts for the year ending 30th June, 1890, which they regret show a loss on working account of \$10,247.72 after deducting \$4,977.24 carried forward from last account.

TIMBER BUSINESS.
During the twelve months the shipments of wood from Sandakan were 253,276 cubic feet as against 142,000 cubic feet during the previous twelve months. The directors regret that this department of the Company's business has been so unsatisfactory. Owing to the general depression of trade a serious drop in price has taken place, but with the revival of trade it is hoped that stocks now held will be cleared off at improved prices. The out-put has now been restricted. A trial shipment sent to London has been partially sold at satisfactory rates.

SANDAKAN SAW MILLS.
These are doing profitable work and show a credit balance for the last six months of \$1,774.09, a satisfactory figure considering the mill during that period did a great deal of its own construction. The mill has more orders on hand than it can execute, and two new boilers, which have recently been shipped, will increase the power of out-put considerably. The engine repairing shop attached to the mill has also done good work. The wharf has been constructed entirely of "billion" wood and has proved very useful for loading ships.

HONGKONG SAW MILLS.
The working account shows a balance at debit which in a large measure is attributable to loss incurred on a contract undertaken for supply of sawn timber to Shanghai. The mill is now paying its way judging from figures compiled during the current quarter.

LOCAL TRADE AND AGENCIES.
The coasting steamers of the Company have done well and there is a considerable increase of revenue from agencies, etc.

TOBACCO LANDS.
There has been no opportunity of realizing this asset during the past year. Your directors have succeeded in getting the balance of payment for the land postponed until next June.

TIMBER CONCESSIONS AND PROPERTIES.
The various properties have been kept in a due state of repair and the directors have thought it well to open a Depreciation Account, from particulars of which it will be observed that all the properties, &c., have been written down to a figure at which it is considered the various assets should stand at the 30th June, 1890.

DIRECTORS.
In accordance with the Articles of Association Mr. Davies and Mr. Layton retire but, being eligible, offer themselves for re-election.

AUDITORS.
The Accounts have been audited by Messrs. Lyall and Henderson, who offer themselves for re-election.

B. LAYTON,
Chairman.

Hongkong, 4th November, 1890.

STATEMENT OF ACCOUNTS TO JUNE 30TH, 1890.

Liabilities.

Capital—	
1,410 Shares, fully paid up, allotted to E. E. Abrahamson & Co. in part payment as per prospectus, each value \$100	\$141,000.00
140 Shares fully paid up, allotted to Vendors of Saw Mills in part payment for same, each value \$100	14,000.00
608 Shares, half paid up, allotted to E. E. Abrahamson & Co. in part payment as per prospectus, each value \$50	30,400.00
5,344 Shares allotted to the public, each value \$50	267,200.00
Sundry Creditors.	
M'Long & Shal Bank, Advance a/c	139,178.39
M'Long & Shal Bank, Current a/c	46,980.00
Bills Payable	5,889.28
Goodwill account	
Town and Country Lands	23,141.29
Timber Concessions	27,704.63
Less value of acreage	4,116.75
Balance	\$550,047.67

Steamship <i>Sandakan</i> , cost of	25,545.72
House Property, value of	9,724.43
Plant, value of	5,436.95
Less depreciation 10 per cent.	543.69
Furniture value of	2,129.26
Less depreciation 10 per cent.	212.92
Boats, Lighters and Launches	23,602.62
Less depreciation 10 per cent.	2,360.26
Tug <i>Normanhurst</i>	17,336.68
Less depreciation 10 per cent.	1,733.66
Barque <i>Tarapaca</i>, value of	15,603.02
Hongkong Saw Mills	28,000.00
Less depreciation 10 per cent.	2,800.00
Sandakan Saw Mills, cost to date	3,420.27
Timber Stock at Shanghai	342.02
Less depreciation 10 per cent.	34.20
Timber Stock at Tientsin	38,930.42
Less depreciation 10 per cent.	3,893.04
Timber Stock at Borneo	54,712.49
Less depreciation 10 per cent.	5,471.25
Timber Stock at Hongkong	81,936.14
Less depreciation 10 per cent.	8,193.61
Sundry Debtors	73,742.51
Cash with Manager at Sandakan	72,583.51
Cash in Transit	35,508.93
Stocks, Stores, Coal, Sawn Timber, Live Stock &c., &c.	18,692.50
Uncompleted Voyage steamship <i>Sandakan</i>	2,352.98
Uncompleted Voyage barque <i>Tarapaca</i>	1,030.89
Unexpired Rents, Insurances and Fees	1,308.74
Amount Depreciated, as per statement	22,864.32
Amount carried to Working a/c	10,247.72
Balance	\$650,047.67

STATEMENT OF DEPRECIATION.

To Plant Account	\$54.69
" Furniture Account	212.92
" Boats, Lighters and Launches	2,360.26
" <i>Normanhurst</i> Tug	1,733.66
" Hongkong Saw Mills	2,800.00
" Timber Stock, Shanghai	342.02
" Timber Stock, Tientsin	3,893.04
" Timber Stock, Borneo	5,471.25
" Timber Stock, Hongkong	8,193.61
By Amount carried to New Account	\$22,864.32
Balance	\$22,864.32

WORKING ACCOUNT.

To Charges	\$11,510.23
" Salaries	15,365.51
" Hongkong Saw Mills Working a/c	4,838.39
" Medical Department	1,603.17
" Exchange	1,405.62
" Bad Debts	1,622.68
" Telegrams	566.10
" Auditors' Fees	350.00
Balance	\$36,789.79
By Balance from last account	\$4,977.24
" Commissions	8,809.06
" Timber sales, profit on	1,131.91
" Steamers and Launches Working a/c	4,253.63
" House and Store Rents	1,130.71
" Sale of Sundry Stores, &c.	1,152.43
" Saw Mill at Sandakan, Working a/c	1,784.09
" Interest	3,012.00
" Sale of Land	500.00
" Scrip and Transfer Fees	34.00
Balance to Profit and Loss	10,247.72
Balance	\$36,789.79

For the China Borneo Company, Limited.

GIBB, LIVINGSTON & CO.,
Agents in Hongkong and China.

We have compared the accounts with the books and vouchers at the Company's office and found them correct.

F. HENDERSON, } Auditors.
R. LYALL, }

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

THE PUNJON CO.'S MEETING.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH." Sir, The accompanying reply has been addressed to Mr. Fraser-Smith in answer to the letter communicated by him to your paper. The Directors wish to state that they are fully satisfied with the services rendered by Mr. Fraser-Smith, especially with regard to the formation of the Punjon-Pahang Gold Company, Limited; he cannot be held responsible for the inability of that Company to meet its engagements, and they are of the opinion that it would be very detrimental to the interests of the Parent Company for Mr. Fraser-Smith to sever his connection at the present juncture. Mr. Fraser-Smith has undertaken the management of the Punjon-Pahang Gold Company, Limited, and the Directors think it advisable that he should do so with the understanding that for the remainder of the time of his agreement he accepts half of the original remuneration.

I remain, Sir,
Yours faithfully,
A. O'D. GOURDIN,
Secretary.

Hongkong, November 1st, 1890.

(Copy)

R. FRASER-SMITH, Esq.

DEAR SIR.—Your letter of the 28th instant was duly received and placed before my Board.

They are advised as follows:—

Mr. Fraser-Smith's contention is that the poll was invalid as not being in conformity with the Articles of Association of the Company, and that therefore, as his amendment had on a show of hands, been carried by an overwhelming majority, it was duly carried. There is no doubt that the poll was not called in conformity with the Articles and therefore the amendment of Mr.

Fraser-Smith was not defeated by such poll. The next question is, was it carried on the previous show of hands. We think not, for the following reason:

"By subsection 15 of Section 13 of the Company's Articles it provides a declaration by the Chairman of any meeting that a resolution has been carried thereon upon a show of hands shall be conclusive, and an entry to that effect in the book of proceedings of the Company shall be sufficient evidence of that fact, without proof of the number or proportion of the votes recorded in favour of or against such resolution, unless immediately on such declaration a poll shall be demanded in writing by at least two shareholders present and entitled to vote at such meeting."

"It appears that no declaration by the Chairman, that the amendment was carried, was ever made, and hence the amendment was never legally carried, and as the original motion was then put and declared carried, we consider that the accounts and report were duly adopted and passed, and Mr. Fraser-Smith's contention is wrong."

The Directors wish to inform you that Mr. Becher is under agreements to the Company till 31st May, 1891, and therefore could not be dismissed by any formal resolution at a general meeting.

No further engagement will be made with Mr. Becher without taking the opinion of the shareholders.

If you still require the list of shareholders I will be happy to send it to you.

I remain, dear Sir,

Yours faithfully,

A. O'D. GOURDIN,
Secretary.

Hongkong, November 1st, 1890.

LOCAL AND GENERAL.

THE return of the number of visitors to the City Hall Museum for the week ending Nov. 2nd, are:—Europeans, 236; Chinese, 1,962; total, 2,198.

THE gunboat *Rattler*, which is shortly to be paid out of commission, is being prepared for that event, her stores, &c., being removed to the *Victor Emanuel*, where, to-day, her crew will be transferred to await the arrival of the troopship, which is expected sometime in February.

WE are in receipt of correspondence from the North conveying intelligence of the appointment of Mr. Greathouse, late U.S. Consul-General at Yokohama—who lately paid a flying visit to Korea—to something or other in the service of the Korean Government. It is said he will become Foreign Adviser vice Judge O. N. Denny. We hold over the publication of the "correspondence" pending further advice from the Hermit Kingdom, the political affairs of the mushroom State being, apparently, on the verge of a serious crisis.

THE brothers Pereira, who are charged at Shanghai with setting fire to three houses in North Soochow Road, are to be sent to Macao, and will be forwarded to Hongkong by the *Canton*. The insurance companies interested, if they want the case to go to trial, will have to prosecute, otherwise the prisoners will be let out on bail, and after a stated period, if no one appears against them, they will be released. It will be remembered, says the *N. C. Daily News*, that a Portuguese was sent to Macao some time ago for defrauding a Shanghai firm. He has not been tried yet as no prosecutor appeared from the firm, has been out on bail for a long time, and will soon be allowed to go where he likes, as his Government does not undertake the prosecution, and the same remarks apply to the case of the brothers Pereira.

THE second competition among the members of the Hongkong Rifle Association for the subscription challenge cups and range spoons took place on Saturday last. The short range cup was won by Mr. F. W. Watts, who also took the 600 yards spoon. Mr. F. W. Watts, but the score of the latter was better, according to Blaisy rules. P. C. Watson took the 500 yards spoon. The best nine scores are appended:—

Name.	100 yds.	200 yds.	300 yds.	400 yds.	500 yds.	Total.	Grand Total.
Mr. F. W. Watts	25	25	25	25	25	125	125
P. C. Watson	25	25	25	25	25	125	125
Mr. F. W. Watts	25	25	25	25	25	125	125
Mr. F. W. Watts	25	25	25	25	25	125	125
Mr. F. W. Watts	25	25	25	25	25	125	125
Mr. F. W. Watts	25	25	25	25	25	125	125
Mr. F. W. Watts	25	25	25	25	25	125	125
Mr. F. W. Watts	25	25	25	25	25	125	125
Mr. F. W. Watts	25	25	25	25	25	125	125
Mr. F. W. Watts	25	25	25	25	25	125	125

The following telegram to a San Francisco contemporary has considerable interest for Hongkong:—Halifax, Oct. 2.—A large gathering of friends and Cabinet Ministers visiting in Halifax was held yesterday near Rockingham. Fifteen hundred persons were present. Speeches were made by Sir John Thompson, C. H. Tupper, Sir John A. Macdonald and T. E. Kenny, M.P. All announced themselves as favoring reciprocity with the United States, and spoke of the efforts of the Dominion Government, had made in that direction, particularly referring to Sir Charles Tupper's last visit to Washington, when he was authorized to negotiate reciprocity and a full settlement of the fishery dispute. Sir John Thompson announced the present policy of the Government, owing to the tariff changes in the United States, to be to subsidize fast steamship lines on the Pacific and Atlantic, thus giving the Canadian people facilities for transporting their produce and manufactures in a rapid manner, to the populous regions of China, Japan, and Australia and to the great markets of Europe.

In the *North-China Daily News* during the past two months there have appeared frequent announcements of liberal contributions from various foreign firms in Shanghai towards the relief of the distress in Chihli. We are, however, credibly informed, says the *Chinese Times*, that there are not voluntary contributions at all, but a species of blackmail levied on the foreign merchants by the piece-goods dealers, who are themselves blackmailed by the officials. No doubt extreme pressure has been used by the Chinese authorities of this most influential province to provide for its financial necessities, and there is scarcely a corner of the whole empire that has not been laid under contribution for the poor of Chihli. That is the Chinese way of doing things. But it is difficult to understand what pleasure the foreign firms derive from parading their names as contributors to such "benevolence." And if they submit to the extortion either under an implied threat of losing business or a promise of good things hereafter, they seem even less reason. No doubt the merchants themselves remonstrate with their own authorities for neglecting to maintain rights *vis-à-vis* the Chinese which they are ready themselves to surrender at the first summons! The example set is not a good one.

CAPTAIN BISHER, Const Inspector, and Mr. David Marr Henderson, Engineer-in-chief, returned to Shanghai by the German mail steamship *Braunschweig* on the 3rd inst., after completing their inspection of the Hainan Straits where the Inspectorate of Customs contemplate erecting a much-needed light-house.

No fewer than four British men-of-war are at Shanghai. The *Wanderer* arrived on the 28th ulto from Nagasaki, and the *Linnæa* the following morning from Wenchow, whence she was followed in the course of the afternoon by the *Firebrand* which the *Linnæa* had supplied with sufficient coal to make the passage up.

A COURT-MARTIAL was held on board H.M.S. *Victor Emanuel* on the 3rd inst., when Robert Blyth, assistant paymaster of that ship, was tried by the commanders now in harbour for having fraudulently misappropriated \$75 paid into the Royal Naval Savings Bank during July and August last. Commander Festing prosecuted on behalf of the Commodore, and the prisoner, pleading guilty, was sentenced to one year's imprisonment with hard labour, and to be dismissed from the Service with disgrace.

UNDER the heading of *Joyeuse Histoire*, a Saigon contemporary recounts that on the 23rd ulto a married resident, who had commenced proceedings for a divorce, went to his house with some friends, like the gentleman in "Don Juan," "to prove himself that which he most abhorred." He was quite successful. A gentleman attired in little else besides a moustache left by the window, and a smart race ensued for about 500 yards, when he disappeared. We regret that the comments made by our contemporary are too Rabelaisian to be translated—they are very funny.

THE *Mercury* reports the bestowal, by the Emperor of China, of the insignia of the *Pao Hsing* of the 4th Class, on a much-respected fellow-resident, Mr. B. Palamounian (who for 20 years has filled the position of manager in the Printing Office of the Inspectorate General, in Shanghai), for "good service in connection with the Fleet." The decoration of the *Pao Hsing* of the 4th Class is a large silver medal, with double dragon, on an enamelled pin, and with a blue sapphire set in the centre, together with a purple ribbon or collar, ornamented with green dragons, accompanied with the patent.

In connection with the recent suicide of a supposed American millionaire, at Yokohama, and the evidence of his "wife," the *San Francisco Bulletin* says:—New York, October 6.—The extraordinary career of Leonard Tobias in Yokohama ending with his suicide in the Grand Hotel there has excited much comment among his friends in this city. Louis Tobias, a jeweler at 165 Bowery, is the young man's father. Neither the size of the store nor the character of the stock would indicate that the proprietor was worth the many millions he was credited with in the dispatch from Tokyo, and that detail of the story is finally dispensed of by the jeweler's statement that he is not a millionaire. There is every reason to believe that young Tobias fell in with an adventuress who inspired him to play a brilliant game of bluff which ended with the pistol shot that killed him.

TELEGRAPHIC news was received at Shanghai from Hankow on the 28th ulto, of the death, at that port the same morning of Captain Yankowsky, the popular commander of the *Kianglung*. Captain Yankowsky had been running on the Hankow-Chang line for many years, and was a well-known collector of ferns, fossils, butterflies and other insects, his collections having enriched the British Museum and museums in Berlin, and other capitals. He was a very painstaking collector, and more than once received thanks from the British Museum authorities. In one case he supplied a fossil which completed the structure of an extinct animal in one of the museums, and he had a boat built and fitted out for expeditions to the borders of Tibet in order that his men might obtain rare specimens. The deceased came out to China in 1857 and was for many years a pilot in the employ of the old Shanghai Steam Navigation Co., being then known as "Charlie Birch." He died at the age of 52, and leaves a widow and four children.

THE statistics of the Alice Memorial Hospital for October are as follows:—

In-Patients remaining in Hospital 1st October	68
In-Patients admitted during October	69
Total In-Patients treated	137
Of these there were:	
Discharged cured	44
Discharged relieved	22
Discharged on other grounds	2
Died	2
Total In-Patients remaining in Hospital 1st November	67
Out-Patients new cases	866
Out-Patients return-visits	1180
Total Out-Patients visits	2046
Operations	22
Vaccinations	35
Dental cases	9
Casualty cases	3

THE *Shanghai Mercury* of the 28th ulto, says:—We regret to have to record a very serious accident which befell one of the gentlemen riders during the training at the Race Course this morning. Mr. J. Moffat, sub-accountant in the Head Office of the Hongkong and Shanghai Bank, who only arrived here a few days ago, had ridden a big pony named *Monte Christo* round the track the wrong way, and when the animal, who had on only an ordinary snaffle, although he has always had a bad reputation, came close to the enclosure gate, he made a dash to get out. Finding the wicket closed, he swerved very sharply and threw his rider with terrible force against some hurdles piled against the rails close to the Judge's box. There were a great many people about watching the plying, and Mr. Moffat, stunned and bleeding from the mouth and nose, was quickly removed in the ambulance to the Grand Stand, by numerous friends, some of whom at first believed he was killed outright. Messengers were hastily dispatched for medical assistance, and Dr. Henderson was soon on the spot and examined the injured man, who was subsequently removed to his own residence close by. It was found that his collar-bone had been badly fractured, and it is not certain that he has not sustained other and more serious injuries, as some of the spectators aver that they saw the pony kick at him on the ground. *Monte Christo*, who is the property of Mr. C. Evans, is the pony that distinguished himself at the last race meeting by going full tilt round the course three times before the race in which he was entered, his rider, Mr. Ferris, being utterly unable to hold him in.

A COMMISSION to report upon the squatter question, consisting of Mr. Fielding Clarke, Mr. J. Ackroyd, Mr. S. Brown, and Mr. Mitchell-Innes, has been appointed by the Acting Governor.

H.M.S. *Firebrand*, which arrived at Shanghai last Wednesday morning (Oct. 29th) from Hongkong via Wenchow, after being 27 days on the passage, reported as follows:—Left Hongkong for Shanghai on Oct. 2nd, and arrived at Swatow on the 8th, having anchored six times between the two ports, on account of the want of lights along the coast, which prevented us proceeding at night. Coaled at Swatow and left on the 9th inst., encountered very strong head winds and high seas between Hongkong and Swatow. Reached Hui-tau Bay on the 11th and stayed there for five days. Anchored three times between Hui-tau Bay and Double Peak Island, and went on to the Taichow Islands where we again anchored, then went back to Wenchow short of coal. No coal was procurable at Wenchow, and we were taking in firewood, when the *Linnæa* arrived on Sunday night and supplied us with 18 tons of fuel. Left Wenchow in company with the *Linnæa* on Monday, and arrived in port this afternoon. On the way up passed a battery of native artillery practicing with shrapnel at a target at the mouth of the Woosung River. The vessel had a narrow escape from being struck by a couple of shells which were recklessly fired right across her bows.

In our issue of Saturday last we reported that two residents of this colony, G. H. Mohammed Arab and P. F. Xavier, had been arrested in Chinese territory and detained by the mandarin at Chinese Kowloon. The cause of that incident was the accidental wounding, by one of them, of a small boy who had the misfortune to be in the "line of fire" of the two "sports" instead of "putting a snipe" they hit the boy. The affair was tried by the Viceroy of Canton by the officials of Kowloon, who, as soon as they received the necessary authority, notified the Hongkong police that they were ready to surrender the men, for whose release an application had been made that day. Acting Chief Inspector Cradock, with a body-guard of constables, at once went over to the diminutive city in a Government launch, at 8 p.m., and returned about half-past eleven o'clock on Saturday night with the absentees, who are bound over in their own recognisances of \$200 each to appear, if called upon, before a magistrate. The boy, about whom all this hubbub has been made is but slightly wounded, a new \$6 shot having pierced the neck, and become embedded in the flesh. Compensation will doubtless be made to the parents of the youth, who probably consider the affair a stroke of good luck.

THE Stanley Side Show people have been introducing variety into their business. We gathered from their conduct here that they have a weakness for resorting to the arm of flesh when critics do not recognise their talent—in deed for the last few nights they were here fights were regularly expected, and each "interval"

CRICKET.

NAVY.

DEATH OF MR. H. SIDFORD.

TERRIBLE EXPLOSION ON A JUNK.

**JELEBU MINING AND TRADING
COMPANY LIMITED.**

Singapore, 15th October, 1890.

ALEX. J. GUNN,
Auditor.

A ROYAL KOREAN FUNERAL.

The pageant swept on towards the East Gate, bearing with it all that was left of the sovereign who during her eighty-one years of life had seen so many changes of solemn import to the country.

Taking it all in all the affair was not well managed, less so even than the third rehearsal. There was too much space between the different parts of it. It was very disorderly, the coolies and followers smoking, laughing, and talking, and the troops doing likewise, jostling each other in the ranks, leaving them and failing to keep their alignments. There was a lack of seriousness and it might just as well have been a carnival procession as a funeral. There may have been some twenty thousand men in line, for the passage took an hour and a half. Had the King come out there would of course have been many more. I should say there were over two hundred thousand spectators.

A TALE OF THE SEA

TIENTSIN AND TAKU

(FROM OUR CORRESPONDENT.

October 22nd, 1890.

Mr. W. Grant, superintendent of the Imperial Naval Dock at Taku, has been sent to Peking for the purpose of docking one of our men-of-war at the New Docks at that port.

This will be the first vessel to be docked at that place.—*Mercury.*

CHUNGKING

(FROM OUR CORRESPONDENT)

25th August, 1890

The latest, and apparently most reliable account of the trouble, at Ta Chu Hsien is that it arose out of a celebration held at a village called Loong Tuy Tsin, distant some twenty miles from Ta Chu, on the sixteenth of the sixth moon in honour of the Lin Xuan joss, who is apparently the patron deity of the Ko Lao Hui, which is a well-known interdicted secret society. At the ceremonies, which lasted several days, however, and the seniors were duly elected, it proposed to enquire of the oracle connected with this joss if it would be safe to plunder Christians; the answer was in the affirmative. So on the nineteenth, that is the nineteenth of the sixth moon, the brotherhood, which is composed of the bad characters from several of the neighbouring districts, made a raid on a number of well-to-do Christian families, plundered them, carrying off everything they could lay hands on.

This attack appears to have been entirely unprovoked and unlooked for. The Christians were taken so unawares that they had but little opportunity to secure anything. The crowd remained in the village feasting on their plunder until the twenty-eighth, during which time the oracle was again consulted the answer being again favourable; so on that date they made a fresh attack on the Christians and butchered a cold blood, over twenty persons; nineteen were counted in the streets, and several are known to have been cut in pieces and thrown into the river.

The mission buildings and many others were burned, and the corpses thrown into the flames. The day following they went to another village or market-town, also about twenty li away, called Mar-bao-chang, and there they went through another similar performance. The Christians fled, and they only captured one who seems to have been a cripple, and whom they intended to burn. So the Christians of the village tried to restrain the rioters but were themselves assaulted and had to run for their lives. There seemed to have been quite a number of well-to-do Christians in this village, many of whose houses were destroyed, while everything moveable of value was carried off. This affair is about on a par with the Indian raids in the Far West territories of America. Two years ago at Wai the same time and place, and at the same time in honour of the same joss there was a fierce occurrence, many Christians were plundered and had their heads cut off. For the first time since one was punished, and it is a notable fact that in none of these anti-Christian attacks have the leaders or instigators been punished.

The officials simply pay the damages and perpetrators get off free, proving an example others that it is no crime to plunder Christians although it is well known to be a capital offense against non-Christians. In the present instance the magistrate of Ta Chu had come out on the row on the nineteenth with a strong clamoration denouncing the rioters and threatening vengeance on all law-breakers, there is no doubt but that rioting would have ceased, simply did nothing but let matters take course. He reported the matter to his superiors but they were far away and could do nothing. During the nine days in which he took no action

the crowd gained courage for further demonstrations. He did not even poison himself as he had threatened. The priest in charge of the mission returned to Chungking, but nothing is known as to how the matter has ended, presumably the crowd has dispersed, and now it is only a matter of money damages, as it is doubtful if the offenders will depart from their old policy of letting the offenders go free. Placards have been posted in Chungking appointing the twentieth of the seventh moon to exterminate all the Forefathers in the city, but I do not apprehend any trouble in the city, although it is not pleasant and has not quite attained to an acceptable state.

as the magistrate is of this sort," he said, "I have only issued a warning but has ordered his removal from the ward in which the placard was posted to find the writers. They declared that they were unable to find them, whereupon he declared that he would assist them in their search. He administered two hundred slaps on the face of each of them and sent them off to find the party that posted the placard. As yet I have not heard of his being found, but they discuss some one else. In an opium shop a fellow was telling what was to be done to the Christians. Foreigners on a certain day, when one of our runners, who was also having a

laid his pipe down and got hold of the fe-
tail and marched him off to the yamen, where
course of bamboo was energetically applied
a warning to him not to know too much.

October 2

The above letter was unavoidably delayed by transmission. Nothing new has transpired since it was written, except that a rumour has reached me that the Taoist of Chungking has been removed on account of his muddling the local and other public business, and a nephew Hsing-chang is said to have been appointed to his place.

his place.—*Mercury.*

MEETING OF THE LEGISLATIVE COUNCIL.

THE PLURALITY OF APPOINTMENTS DOOMED:

His Excellency—I think it is only right to inform you, inasmuch as the Estimates are under consideration, that the Secretary of State has made some changes in regard to the appointments of Postmaster-General and Colonial Treasurer. The late Postmaster-General, as you are aware, also performed the duties of Colonial Treasurer, and collected the Stamps, for which he had a salary of \$5,750 a year. Under the proposed scheme for the re-adjustment of salaries, his would amount to \$7,776 a year, but the Secretary of State has made some new appointments, and these amounts will most likely be increased. He has appointed the present Assistant Postmaster-General to be Postmaster-General, at a salary of \$3,650, besides which he is to have free quarters, and Mr. Mitchell-Innes has been appointed Colonial Treasurer and Collector of Stamps, at a salary of \$3,800. As I mentioned, the combined salaries would have been \$7,776, but for the distinct appointments there will amount to \$8,400. I may say that I entirely agree in the expediency of separating the offices; I think that in a Colony which has arrived at the state that Hongkong has there is quite sufficient work for two officers, to ensure the proper performance of the functions attached to the posts for some years past, and I do not think the Council will hesitate to approve of the scheme, leaving as it does sufficient leisure for these officials to attend more efficiently to their duties than has been possible in the past. Whenever the Estimates come up any member can make such remarks on the matter that he thinks desirable, but I think it right to say that the changes, although they have been sanctioned by the Secretary of State, will not come into effect until January.

DISCONTENTED OFFICIALS.
His Excellency pointed out, when "Financial Minutes" were reached, that they were laid on the table, but they contained a motion made to the Committee by an unofficial member, Mr. Keswick, "that the Government lay on the table a list of the officers who have, not received an increase, and, if they are not satisfied, the grounds on which they make complaint."

Mr. Chater—In the absence of the hon. member I beg to propose that.

Mr. Whitehead seconded.

The Acting Colonial Secretary pointed out that the list of officers who have received an increase was shown in the Estimates, although a list of officers not officers should have been asked for—the Secretary of State had specially referred to the necessity of disregarding personal considerations, and simply looking at the office. With respect to the second part of the motion he was instructed by his Excellency to lay on the table a list of the officers who had asked for there-consideration of their salaries and the reasons given for declining to do so. (The list included, the Harbor-master, Assistant Harbor-master, Magistrate acting as Coroner, Deputy Land Officer, Registrar, and about a dozen clerks).

His Excellency, in the course of a lengthy speech, said that he was desirous of affording the Council every information that he legitimately could in connection with the Estimates, but he must admit that he felt surprised when the proceedings in last week's Finance Committee were reported to him. Apparently the Committee desired him to sanction the reference by him to the Council of a matter which he did not consider it his duty to refer, and he must bear in mind the difference between legislative and executive powers. It has been held, over and over again, that if Civil servants had any grievances they must not address them to the Legislative Council, but to themselves to the Governor, or to the Government—if in a Colony, to the Governor, or to the Government—if in England. He had examined the grievance, and if he expressed any adverse opinion they could appeal to the Secretary of State. But it had always been held as inadvisable to appeal on the part of a Government servant to any authority outside body. A very small number of cases had arisen beyond except the Government servants, and in the future, if they had any grievance, they should not go to the Council.

had been stated to him that they had addressed the unofficial members, although they had been his impression from the report of the Finance Committee's proceedings — by getting a petition for an increase of pay presented in Council. Sir Arithur Gordon, the Governor of Ceylon, pointed out that the Council had nothing to do with the matter, and that Civil servants could not appeal to the body so long as they remained in Government employ, any more than he (Sir A. Gordon) could complain to them of the treatment of himself or the Secretary of State, or Her Majesty, Singapore, too, last January, the same question

arose, a petition for increase of official salaries, backed up by the unofficial members, being sent to the Secretary of State, who, after an address by Sir Frederick Dickson, an unofficial member, Mr. Shefford, agreed that those who grumbled at the rearrangement could only do so in silence. His Excellency continued that he had only referred to those cases because he did not think either the Council or the Finance Committee had power to go into the merits of individual cases, and discuss whether any servant was or was not entitled to high remuneration because he had been so long

the service; or because his services and those of others were particularly meritorious; such reasons might be very good for addressing the Secretary of State, but scarcely came within the classifications mentioned in the Secretary of State's dispatch. He was glad that so much interest had been taken in the matter by the unofficial members—indeed he thought that if it had not been for them the salaries would not have increased. It was quite competent in them to oppose any increases in the Estimates, but it could not do more than express their opinion with respect to officers which they might think warranted—in his instance, the Master-Mason.

Mr. Chater thought the information supplied met the wants of Mr. Keswick.

His Excellency said that he would read and consider any complaints, if there was any reason to doubt about the matter, he would prefer to hear the complaint.

Mr. Ryrie.—A good many are dissatisfied.

His Excellency—We don't know how many unless they complain. The Finance Commission wanted to know who had complained, and

Mr. Ryrie did not think the list satisfactory why could not the whole thing have been set by a Commission here? The unofficial member had been under the impression that everybody was to get an increase.

His Excellency could not undertake to what conclusions actuated the Secretary of State in deciding as he did; the despatch had been made public, and most of the servants had agreed to its terms.

Mr. Chater suggested that the matter should stand over for another week, until Mr. Keess returned.

His Excellency said he would have gl done so; but as the Estimates had to be approved by the end of the year, in order to be approved and returned by March or April, it would be inexpedient to delay them further, or a unpleasant might arise.

100

soon as it was drawn up. Of course it is right that the Council should be fully aware of the cost of a certain building, and more or less the particulars connected with that building when you come to ask for tenders for the same as is generally done in this Colony, it becomes questionable whether it is desirable to lay out detail before the Council. However that

remains referred to the possibility of such taxation, and to certain points to which I allude in the address I made a short time since. It is quite true that I did refer to the possibility of a loan, and I may tell members that my principal reason for suggesting raising of a loan was not so much on account of the financial condition of the Colony as because I do think, whether the Colony is flourishing or not flourishing, that it is a hardship upon the generation to be called upon to pay the cost of such works as we are carrying out at present, and which are for the benefit of future generations. No doubt, if a Colony is so wealthy it is always desirable to save the

aware, as a member of the Legislative Council, that Mr. Chadwick's report had been received and adopted, and it appeared to me that

THE GOVERNOR AND LEGISLATURE.
The Chairman proposed a vote of \$400 to the Governor and Legislature.
Mr. Whitehead said he noticed that there was no increase made in the salaries of Private Secretary and A.D.C. to the Governor.
The Chairman said the pay attached to the

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1. *Chlorophyll a* (Chl *a*)

MAIL SUPPLEMENT.

The Hongkong Telegraph.

No. 2685.

THURSDAY, NOVEMBER 6, 1890.

SIX DOLLARS
PER QUARTER.

DEATH.
On the 20th September, at Chester, Pa. U.S.A.
LAFAYETTE LONDON BUSH.

The Hongkong Telegraph.

HONGKONG, THURSDAY, NOVEMBER 6, 1890.

LOCAL AND GENERAL.

THE Knowlton boy-potting affair has been settled by Mr. Mahomed Arab handing over fifty Mexican dollars to the pa-pa of the slightly wounded urchin.

We are glad to learn that H. E. Liu Ming-chuan, the energetic Governor of Formosa, who has been very ill of late, is now declared to be much better by his foreign medical advisers, Drs. Rennie and Angear.

A SHANGHAI contemporary states that Mr. Henri Robt, Chief Superintendent of the Imperial Chinese Telegraph Administration, has been nominated a Chevalier of the French National Order of the Legion of Honour, and also an Officer of the Imperial Annamite Order of the Dragon.

THERE is now being played at the Kado-no-Shibuya, the largest theatre in Osaka, a "dramatised novel" by Mr. Bulwer, "The Legend of the Hyogo News," is a very well written and well acted play. The lowest priced seat, says the *Hyogo News*, is \$3; the chief actor, Udanji receives \$2,000 per month; and \$20 is paid nightly for the use of a foreign piano. As the piece is advertised for twenty nights, the hire system in this case is more beneficial to the loaner than the hirer.

At the wind-up dinner between the cricket champions of Yokohama and Kobe on the 21st ult. the menu was as follows:—

- Cricket Soup.
- Sole à la Pad.
- Top Score of Voltaire, aux Champions.
- Salmi de Curry Omelette.
- Innings de Beef à la Cover Point Peas.
- After Tiffin Galantine.
- Long-Leg Mutton.
- Umpire Turkey.
- Yorker Ham.
- Wicket Brans.
- Good Pitch Mushrooms.
- Pudding à la Butterflies.
- Long Slip Chaudli.
- Blazer Jelly.
- Mixed Candy Pastry.
- Daisy Cutter Ice.
- Results.
- Coffins.

ONE of the most promising young members of the Police force, named McLean, No. 71, met with an untimely end in some mysterious way last night (4th inst.). He went on duty on Murray Pier at midnight, apparently all right, and shortly after six this morning was seen lying at the bottom of the water near the steps. The Chinese who discovered him gave the alarm, and an officer in the A. and S. Highlanders got out the body with a boat hook. A doctor was signalled from H.M.S. *Rattler*, but poor McLean was beyond his aid, having apparently been in the water since 12.40, at which time his watch had stopped. He had a gash on his forehead, and his revolver was lying on the pier, but there was nothing to show how he had met with his death—he might have fallen over the edge whilst drowsy, although there was a theory afloat that some drunken sailors had assaulted him and pushed him over. He was a little light-headed, owing to erysipelas, contracted after being injured whilst on duty in Queen's Road West, and the first theory probably correct. A magisterial inquiry will shortly be held into the occurrence.

AFTER all the expectations, anticipations, and rumormongers that have been expressed during the last two or three months, says the *Straits Times*, it is a matter for congratulation on all sides to know that it has at last been definitely arranged for representative cricket teams from both Colombo and Hongkong to visit Singapore at the end of December. We have been informed that tennis will form an additional feature of the visit, and, in this game, both colonies will send players. Rowing, however, seems to hang fire—in the case of the Ceylon people, the matter is still *status quo*; but as regards Hongkong the challenge is far forward on to the Hon. Secretary of the Victoria Club, and there at present the matter rests. Seeing the drabbling Singapore received at Hongkong in the majority of the aquatic portion of the programme which was discussed during the very pleasant visit in January last, the least Hongkong can do is to give us a chance of recovering lost honours on our own ground. But anyhow, if the rowing and sculling are withheld, the programme will be a very large one, and if the Singapore people entertain the visitors as Hongkong entertained the Singapore teams, then the visitors will have occasion to remember their spell in Singapore. The Colombo representatives have arranged to arrive here by the mail on the 30th or 31st December, and the China mail arrives on the same day, and arrangements are being made with a view to get both here at the same day. It is not too early for Singapore to begin to think about its cricket; rowing; amateur theatricals; balls; smoking concerts; and other amusements to keep up the round of enjoyment.

SUPREME COURT.

IN APPELLATE JURISDICTION.

(Before the Full Court.)

November 4th, 1890.

THE MARINE LOT QUESTION.

In the case of the adjourned application made by Mr. Francis O.C. (represented by Mr. Mosson) on behalf of the Hon. E. Ryrie, for an interim injunction to restrain the Government from proceeding with the scheme authorized by the *Praya Reclamation Ordinance of 1889*, the decision of the Full Court was delivered this morning.

Sir James Russell said the Court had considered the application very fully, and thought it ought to grant a rule nisi as applied for, making it returnable on Wednesday the 13th inst. so that time might be given to the defendant (the Attorney-General) to file an affidavit he might deem necessary.

Mr. Francis O.C. said their lordships would understand that the rule nisi was applied for to show cause why an interim injunction should not be issued, and that he had mentioned to the Court in a previous session why he had

put in his application in that form, instead of insisting on an interim injunction.
Sir James Russell—Yes, we understand, it is simply a rule nisi to show cause why an interim injunction should not be issued. We shall make it returnable on Wednesday at 10 a.m.
The Court then adjourned.

THE WRECK OF THE YACHT "NYANZA."

A Marine Court was held at the Harbour Office to-day (5th inst.) to enquire into the circumstances attending the wreck, near Ponapé, in the Carolines, of the British yacht *Nyanza*, owned by Captain Dewar, in which he and his wife were making a trip round the world. The Court was constituted as follows:—Commander Ramsey, R.N., president; Captain W. B. Sabaui, steamship *Riversdale*; Captain J. Mooney, steamship *Renard*; Staff Commander Stevens, R.N., *Ensign*; and Captain C. Watson, steamship *Phra Wang*. Mr. Hastings appeared on behalf of the owner.

Captain James Cunningham Dewar stated that he was the owner of the British yacht *Nyanza* of Glasgow, and had a crew of all told. They were bound to the Island of Ponapé from Kusaie, which place they left on the 21st of July last, and sighted Ponapé on the morning of the 28th of July. At noon on that day the position of the ship was 6° 56' north 158° 53' west, with light and variable winds all day. At 10 p.m. on the 28th he went to bed, and was awakened at 11 a.m. by the ship striking. He immediately went on deck and found the ship grounded on a coral reef, which was being gradually driven higher and higher up the beach by the force of the wind and sea, and in about 20 minutes the ship was fully beached, and the masts were lowered. Captain Carrington afterwards proceeding to the Spanish colony at Jamestown with about 16 men. Witness left in the life boat with Mrs. Dewar, but after getting a short distance from the ship, noticing that the lights were still burning on board, he went back and put them out, and while there discovered that one man had been left on board, having been down below when the other men left. He brought him off with them. The mate was transferred from the Captain's boat to his, and Mrs. Dewar given in charge of Captain Carrington. To be taken to the Jamestown, while witness remained with the ship. As soon as the ship was fully beached, witness and commandant saving what things they could, and about 2 o'clock in the afternoon Captain Carrington returned with a number of Spaniards, who gave some assistance until dark, but when asked to stay and guard the ship at night they refused to do so, and the natives then came on board, put down everything they could find. The crew were about four days working at the ship, leaving her each night, and going to the settlement. The crew was eventually put on board a Spanish transport bound for Manila, and the yacht was sold as she lay, with everything belonging to her. She was on a voyage round the world at the time. Captain Carrington was shipped at San Francisco on the 28th of February, 1889, as sailing-master, and the entire navigation of the ship was left to him. While at Kobe witness became somewhat dissatisfied with him having heard through outside parties that he had been giving dinner parties aboard the ship during his absence, and using a large amount of stores etc. At Marshall Islands Capt. Carrington told witness that he wished to leave the ship there, as he did not find himself very comfortable on board. Witness suggested that he should go on to Ponapé. About 20 minutes after the ship struck witness went on deck and saw the Captain who was standing at the mast, fully dressed. Witness asked the ship in the life-boat with Mrs. Dewar and the Captain went in the launch with the rest of the men. After they had been in the boats for a short time witness shouted to the Captain that he did not think it was right to leave the ship in the way they were doing, and Carrington asked why not? Witness replied because the natives would plunder her, and he concluded to remain by her with the mate. The ship struck about one and a half miles from shore, which distance was afterwards verified by the Captain of the Spanish transport. The usual observations were taken twice a day by the captain and chief officer, and later witness used to take them himself for practice. The observations were never verified, but the usual way, after the noon observations had been taken. Twenty-four hours previous to striking there was little or no current; previous to that they had experienced strong variable currents principally to the westward, which from the 1st until the 28th were 15 to 30 miles per day. After leaving Japan the yacht met with an accident, having been taken too close to the shore and bumped when swinging to her anchor. Witness considered that Captain Carrington was responsible for that. The register and log-book of the ship had been lost. Witness was entered on the register as master. At Tahiti. There was no master entered on the articles. Previous to the employment of Captain Carrington he had had a man by the name of Robert Hunt, but who, while they were at Honolulu, was tried for drunkenness by a Naval court and dismissed. From Honolulu to San Francisco a Captain Holland took command, merely for the trip. The reason why he had not had Captain Carrington entered on the register was because he had had so much trouble with the previous Captain (Hunt), and he preferred being on the register as sailing-master. He did not consider having himself on the register as master was taking any responsibility on himself, as it was a common practice at home, and he explained to Captain Carrington that it was only a form, and that everything would be left to him. The position of the ship, which witness previously gave, was taken from a card which the Captain made out each day. Witness had no conversation with the Captain with reference to the navigation of the ship the night of the wreck. All orders were given by the Captain for the lowering and manning of the boats etc., witness was not consulted in any way with reference to leaving the ship in the first place. Witness said he would remain on the ship until all hands were in the boats, but the Captain said there was no use for that, and all hands left the ship at the same time. Nothing was ever said to Captain Carrington for what witness considered was misconduct, during witness's absence for four months. The facts had been reported to him by some one else. The Captain was perfectly sober when witness saw him on deck after the ship struck.

John Carrington said he held a master's certificate granted at Liverpool, but it had been lost in the yacht, along with his other papers. He was shipped in the *Nyanza* at San Francisco as acting sailing-master, and he actually navigated the ship while at sea. During the afternoon of the day they grounded, there were about three miles between the ship and the beach, and the ship was being driven up the beach by the force of the wind and sea. He was unable to give the exact bearings of the ship, owing to the absence of his papers, which had been plundered along with his other things during the time he was away from the ship. Land had been in sight since day-light of that day they struck. They did not take bearings on the afternoon previous to striking, owing to heavy rain, and they did not take sights because she had not made over three miles from the time the last sights had been taken, and he had depended on taking bearings later on. Witness was on deck until about 9.30, during that time the ship was making from 2 to 3 knots, headed W. by N. from noon until midnight. It was clear at 9.30, with the exception of here and there a light rain squall, and the island could be seen quite distinctly. The second mate, not a certified officer, was left in charge when witness went below, and had instructions to call witness a little before 12 o'clock, which he did, and witness, going on deck, satisfied himself that the ship was 8 to 10 miles from the land and running parallel with it. To make sure he altered the course to W. by N. W., thus throwing her still further off the land. Witness then went below again, and was just lightly asleep when he felt her bump on the reef about fifteen minutes past one. Going on deck, he found the vessel abreast on the reef with all sails set. He at once ordered down all the sails but the jib, which was left starboard side until her channels were almost in the water. Capt. Dewar came on deck shortly after and asked witness what he thought of it, and witness advised him to go below and get his valuables, etc., together, as she was hard and fast on, and in the meantime witness got the boats ready. All hands were ordered into the boats, but after getting a little distance away Capt. Dewar hailed witness and said he thought one of them ought to remain near the ship till morning. It was then arranged that witness should go to the Spanish colony, as he spoke Spanish, and get all the assistance he could and come back in the morning, while Captain Dewar, by Mr. Sabaui, remained with the ship. Witness arrived at the port about seven o'clock in the morning and returned to the ship about two o'clock the same day with about 20 or 30 men in four large boats. He did not think the vessel made any water the first day, but three days after he noticed that she was fast breaking up. They worked three days at her, returning to the port every night, and when they left her the keel was knocked off and her beams all bent. The hull was sold to the natives for \$125.

Cross-examined by Mr. Hastings—He took an observation, last, at noon on the 28th July. After that he set the course W. by N. and remained with the ship. Witness arrived at the port about seven o'clock in the morning and returned to the ship about two o'clock the same day with about 20 or 30 men in four large boats. He did not think the vessel made any water the first day, but three days after he noticed that she was fast breaking up. They worked three days at her, returning to the port every night, and when they left her the keel was knocked off and her beams all bent. The hull was sold to the natives for \$125.

Cross-examined—He remembered the sights being taken on the 28th July last. The currents were found to be variable. The course was always set by the captain. At 6 o'clock that afternoon he could see the land plainly. His got bearings from the land, but had forgotten the result. He did not know whether or not the captain took cross-bearings that afternoon. At the time of the wreck witness was on watch, the course given to him being W. by N. W. Shortly after he went on deck it came on thick with torrents of rain. After about half an hour the weather lifted, so he tried to get bearings of the land. Just at that time he was very angry, and he reported to the captain that he could not see the land. He did not know whether or not the captain took cross-bearings that afternoon. At the time of the wreck witness was on watch, the course given to him being W. by N. W. Shortly after he went on deck it came on thick with torrents of rain. After about half an hour the weather lifted, so he tried to get bearings of the land. Just at that time he was very angry, and he reported to the captain that he could not see the land. He did not know whether or not the captain took cross-bearings that afternoon.

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with the captain ever since the loss of the ship, but the "coolness" had nothing to do with the cause of the loss of the vessel. The captain never consulted with him about the navigation of the ship in any way whatever; they did not even mess together. Having been chief of a vessel before, witness knew that it was usual for a commander to consult with his chief officer about the navigation of his ship, generally. As regards the discrepancies in the working out of sights, between himself and the captain, it was only in the working out (figuring) that the captain made mistakes. Witness never asked the captain to let him see the chart. On the afternoon of the 28th July witness did not see the chart. He had occasionally been shown the chart by Captain Dewar. The last time he saw it was on the morning of the 28th July, when Capt. Dewar brought it on deck. When he went on deck at 6 o'clock that night he did not know where the ship was or how the reef was situated—he took no pains to find it out either.

To Captain Sabaui—He thought the captain would not have refused to grant him an examination of the chart before the day of the wreck.

To Mr. Hastings—The letter, produced, of the 20th July, 1890, was received by witness from the captain after leaving the Marshall Islands. It certified that he, witness, was "a splendid navigator."

To the President—The captain had very good opportunities of judging that he (witness) was "a splendid navigator," although he never made use of his observations.

To Commander Stephen, R.N.—He did not know that he had a perfectly legal right to examine the ship's charts for the purpose of verifying the position, in his own interests—to save himself in the event of a mishap and subsequent Court of Inquiry.

The Court, after a lengthy deliberation, delivered the following:—

FINDING.
We find that the schooner yacht *Nyanza*, of which James Cunningham Dewar was owner, and John Carrington sailing master, the No. of whose certificate is unknown, being lost with the ship, was on or about July 28th lost on a voyage from Kusaie, Carolines, to Ponapé, in same group.

The *Nyanza* was a vessel of 130 tons Lloyd's Regt. and 218 tons yacht measurement. She was a composite built vessel belonging to the Royal Northern Yacht Club.

From the evidence before the Court it appears that the vessel was well found, sufficiently manned and seaworthy.

That between the 21st and 28th July light easterly winds with variable currents had been experienced. On the 28th of July at noon the ship was placed by observations made by the owner, the sailing-master, and first mate in lat. 6° 56' North and long. 158° 53' West, which position placed her 32 miles east & west of the island of Ponapé.

During the afternoon of that day light airs from the East were experienced and a N.W. course was steered till midnight when it was altered to W.N.W., but there is nothing to confirm the position of the ship at that time.

About 1.10 a.m. on the 29th July the vessel struck on the reef on the N.E. side of the island and eventually became a total loss.

The log, chart, etc. being lost, the Court has no means of verifying the different positions of the ship and must therefore be guided entirely by the evidence.

The mate, a certificated officer, was on deck in charge of the watch after midnight, but he did not know where the ship was with reference to the reef, as he says he never saw the chart and did not ask to see it.

Soon after she struck the captain came on deck, the sails were clewed up, and the boats got out, but nothing further was done to save the ship.

The Court having regard to the circumstances before it is of opinion that the master was in error in that he did not exert himself to verify the position of the ship on the afternoon of the 28th July, further, that he did not remain more constantly on deck on the night of the 28th before the ship struck.

Further, we are of opinion that steps should have been taken, either by letting go an anchor or any other means to prevent the ship driving further on the reef; and the Court are unable to agree with the Master in his opinion that this would have been of no avail. On the contrary, they think that it might have been the saving of the ship.

Also we are of opinion that after obtaining help some attempt should have been made to get the vessel off. We recognise that there existed difficulties, and are not prepared to say that these could have been overcome, still we think that an attempt should have been made.

These errors of the Master we do not consider amount to wrongful acts or defaults; and we therefore do not deal with his certificate; but we think it will be well for him to avoid like errors in the future.

The Court must express the opinion that the services of the 1st mate, Robert Jorje, do not appear to have been much use in the navigation of the ship, and that if the cross-bearings taken by him in the afternoon had been made use of it is possible that it might have averted the disaster.

CORRESPONDENCE.

[We do not necessarily endorse the opinions expressed by correspondents in this column.]

THE GOVERNMENT AND THE ATHLETIC CLUB.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."
SIR,—The *Daily Press* has done a good work in calling the attention of the public to the result of the mischievous interference of one or two well-known cancelled meddlers (can I describe them privately or officially as "honourable") in the affairs of the Athletic Club. This result will be, unless prompt measures are at once taken to represent the true views of the community to the Government most disastrous to the pockets of the public.

The impudent interference of a certain subordinate Government cadet or official who threatened to report H.E. the Acting Governor if the latter's grant of a lease to the Athletic Club were not withdrawn will apparently cost the public something like \$50,000 unless pressure is brought to bear on the Legislative Council. Everyone knows that there is not the slightest reason for the proposed Happy Valley improvements.

The Government were weak enough to give anything to take it back again, and this is the result.

The whole question in connection with this matter should be thoroughly ventilated, and the public have a right to know why they should be called upon to find money for work which meets with their entire disapproval.

Yours faithfully,
HONGKONG, November 5th, 1890.

SHANGHAI RACES.

(By Telegram.)

Stewards:—J. M. Ringer, Esq.; A. McLeod, Esq.; W. Howie, Esq.; Jno. MacGregor, Esq.; O. Schuffenhauer, Esq.; Robt. Mackenzie, Esq.; and H. J. H. Tripp, Esq.

FIRST DAY, MONDAY, 3RD NOVEMBER.

THE MALOO PLATE, value, Tls. 100; for China Ponies; weight for inches as per scale; entrance, Tls. 5; Half-a-Mile.

MR. SASSOON'S BR. HOLLYHOCK, value, Tls. 100; for China Ponies; weight for inches as per scale; entrance, Tls. 5; Half-a-Mile.

THE CRITERION STAKES, a Sweepstakes of Tls. 10 each, with Tls. 100 added; for China Ponies, weight for inches as per scale; second pony to save his stakes. One Mile.

MR. SASSOON'S SK. HERO, value, Tls. 100; for China Ponies; weight for inches as per scale; entrance, Tls. 5; Half-a-Mile.

THE MAIDEN STAKES, value, Tls. 200 and one-fourth of the entrance fees; Second Pony to receive one-fourth of the entrance fees; for China Ponies that have never run at any meeting; weight for inches as per scale; entrance, Tls. 10. Three-Quarters of a Mile.

MR. KING'S DUN ORANGE PEEL, value, Tls. 100; for China Ponies; weight for inches as per scale; entrance, Tls. 5; Half-a-Mile.

THE RACING STAKES, a Sweepstakes of Tls. 10 each; for China Ponies; weight for inches as per scale; griffins at date of entry allowed 7lbs. One Mile and a Quarter.

MR. SASSOON'S BR. ZEPHYR, value, Tls. 100; for China Ponies; weight for inches as per scale; entrance, Tls. 5; Half-a-Mile.

THE JOCKEY CUP, value, Tls. 100, for China Ponies that have never won a race, to be ridden by jockeys who have never had a winning mount before this meeting, weight for inches as per scale, entrance, Tls. 5. One Mile.

MR. KING'S SK. SODAN, value, Tls. 100, added to a Sweepstakes of Tls. 5 each, for China Ponies; weight for inches as per scale, griffins at date of entry allowed 7lbs. Two Miles.

MR. J. D. HUMPHREY'S CH. VOLCANO, value, Tls. 100, added to a Sweepstakes of Tls. 5 each, for China Ponies; weight for inches as per scale, griffins at date of entry allowed 7lbs. winners at this meeting, 5lbs. extra. One Mile and a Half.

MR. SASSOON'S GR. EUREKA, value, Tls. 100, for China Ponies (without the restriction to height specified in Bye-Law No. 11) not otherwise entered at this meeting, and that have never won a race, weight, 10st. 12lbs, entrance, Tls. 5. Once Round.

MR. JOHN PEELE'S CH. MERRY CHRISTMAS, value, Tls. 100, for China Ponies; weight for inches as per scale; entrance, Tls. 5; Half-a-Mile.

THE WHANGPOO STAKES, a Sweepstakes of Tls. 10 each, for China Ponies, being *bona fide* griffins at date of entry, weight for inches as per scale, winners of a race, 7lbs. extra. One Mile and a Half.

MR. MIDDY'S GR. NERO, value, Tls. 100, for China Ponies; weight for inches as per scale; entrance, Tls. 5; Half-a-Mile.

SECOND DAY, TUESDAY, 4TH NOVEMBER.

THE NORTHERN CUP, value, Tls. 100, for China Ponies; weight for inches as per scale; winner of the Maloo Plate, 7lbs. extra; entrance, Tls. 5. Half-a-Mile.

MR. JOHN PEELE'S BAY GERALD (late Gerald), value, Tls. 15 each, with Tls. 100 added, First Pony to receive 75 per cent.; Second Pony to receive 25 per cent.; Third Pony to receive 10 per cent.; for China Ponies that have never been raced previous to the 1st January, 1890; weight, 10st. 7lbs, ponies over 14 hands to carry 5lbs. extra for every inch over; winners of one race, 5lbs. extra; two or more races, 10lbs. extra. One mile and three-quarters.

MR. SASSOON'S SK. HERO, value, Tls. 100, for China Ponies; weight for inches as per scale; entrance, Tls. 5; Half-a-Mile.

THE CHINA CUP, value, Tls. 100, for China Ponies, being *bona fide* griffins at date of entry, that have never been in Shanghai prior to 1st August last, weight for inches as per scale; winners, 5lbs. extra, entrance, Tls. 5. One mile.

MR. MUSTARD'S BLK. BLACK SILK, value, Tls. 100, for China Ponies; weight for inches as per scale; entrance, Tls. 5; Half-a-Mile.

THE EXCHANGE PLATE, presented by Bankers and Brokers, value, Tls. 100, Second Pony to receive 75 per cent. of the Stakes, Third Pony 25 per cent., weight for inches as per scale; griffins at date of entry allowed 7lbs, winner of the Club Cup 7lbs. extra, entrance, Tls. 5. Two miles.

MR. H. SYLVA'S GR. HOME GUARD, 11st. 11lb., value, Tls. 100, for China Ponies; weight for inches as per scale; entrance, Tls. 5; Three-quarters of a mile.

MR. SASSOON'S BR. HOLLYHOCK, 11st. 11lb., value, Tls. 100, for China Ponies; weight for inches as per scale; entrance, Tls. 5; Half-a-Mile.

MR. SASSOON'S DUN SUEWIND, 11st. 11lb., value, Tls. 100, for China Ponies; weight for inches as per scale; entrance, Tls. 5; Half-a-Mile.

THE PAGODA CUP, value, Tls. 150; Second Pony, Tls. 50, for China Ponies, being *bona fide* griffins at date of entry, weight for inches as per scale, winner of the Whangpoo Stakes, 7lbs. extra, entrance, Tls. 5. One mile and a half.

MR. SASSOON'S GR. SYCEE, 10st. 12lb., value, Tls. 100, for China Ponies; weight for inches as per scale; entrance, Tls. 5; Half-a-Mile.

THE LIANA MAU STAKES, value, Tls. 100, for China Ponies; weight for inches as per scale, winners of one race, 7lbs. extra; of two or more races, 12lbs. extra; griffins at date of entry allowed 5lbs, entrance, Tls. 5. One mile.

MR. WAVENY'S BLK. NOIRMONT, 11st. 11lb., value, Tls. 100, for China Ponies; weight for inches as per scale; entrance, Tls. 5; Half-a-Mile.

THE SHANGHAI STAKES, a forced entry of Tls. 5 for all Ponies entered at this meeting except those in the Hack Stakes, First Pony to receive 75 per cent.; Second Pony, 25 per cent.; Third Pony, 10 per cent.; weight for inches as per scale. One mile and a half.

MR. SASSOON'S GR. EUREKA, 11st. 11lb., value, Tls. 100, for China Ponies; weight for inches as per scale; entrance, Tls. 5; Half-a-Mile.

THE MONGOL CUP, value, Tls. 150, for China Ponies being *bona fide* griffins at date of entry, weight for inches as per scale, winners of one or more races of over a mile, 7lbs. extra for each race won, entrance, Tls. 5. One mile and a quarter.

MR. MIDDY'S GR. NERO, 11st. 11lb., value, Tls. 100, for China Ponies; weight for inches as per scale; entrance, Tls. 5; Half-a-Mile.

THIRD DAY, WEDNESDAY, 5TH NOVEMBER.

THE FLYAWAY PLATE, value, Tls. 100; for China Ponies; weight for inches as per scale; entrance, Tls. 5. Seven Furlongs.

property of the same owner or owners; weight for inches as per scale; entrance, Tls. 10; 80 per cent. of the entrance fees to go to the winner until the Cup is won, when the second pony shall receive same; the remaining 20 per cent. to be allowed to accumulate, and the accumulation in excess of Tls. 500 (to be retained for a new Cup) is to be paid to the winner. One mile.

MR. SASSOON'S GR. SYCEE, 10st. 12lb., value, Tls. 100, for China Ponies; weight for inches as per scale; entrance, Tls. 5; Half-a-Mile.

